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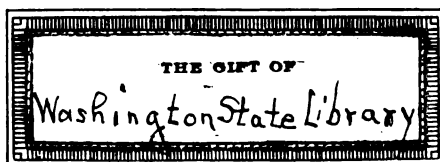
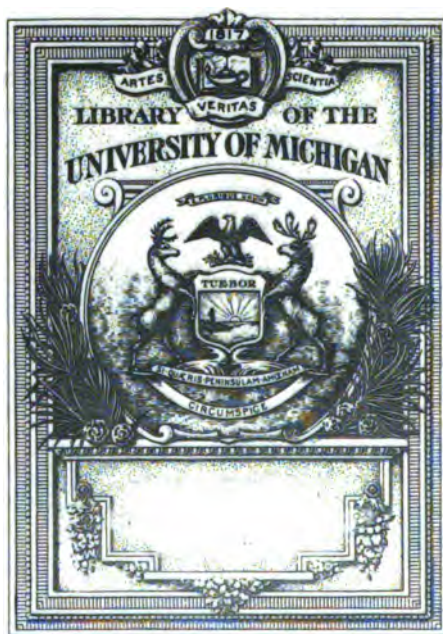
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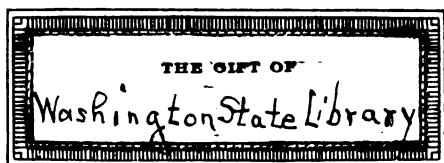
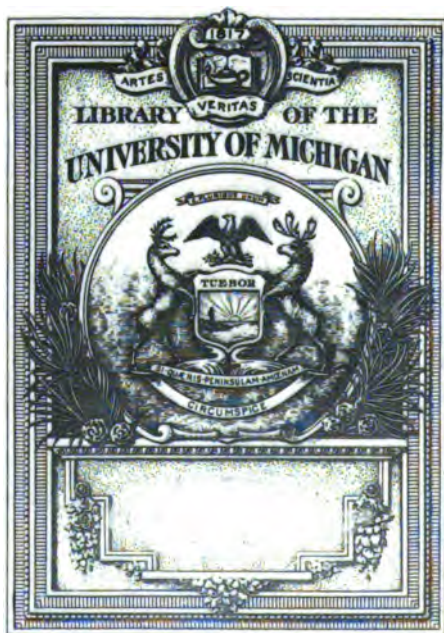
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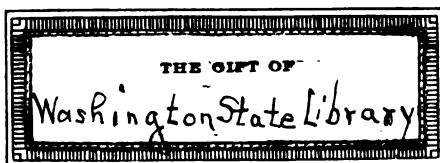
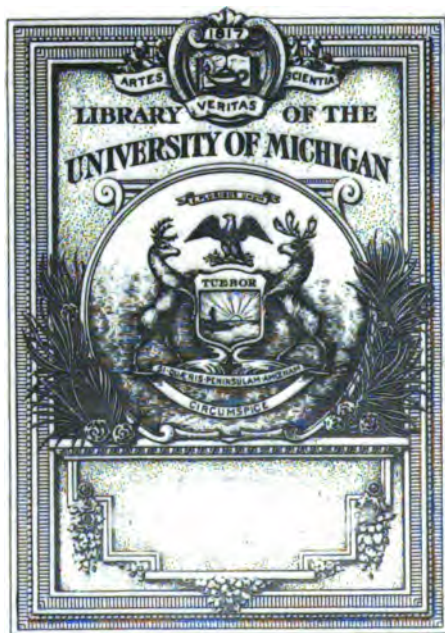
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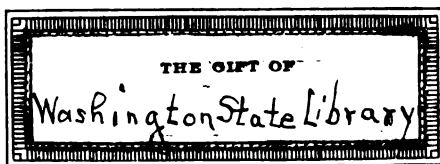
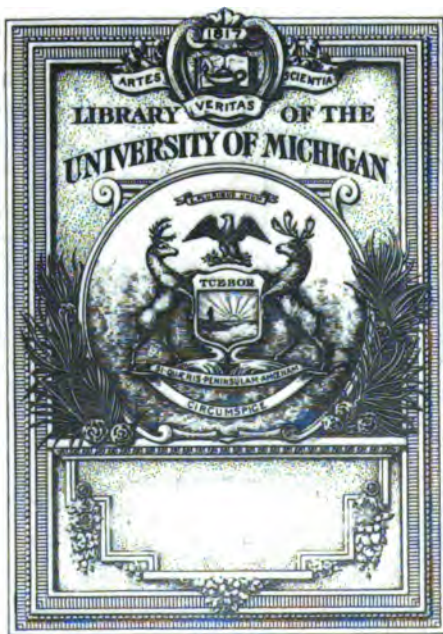
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Reports of
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1913-14

Industrial Insurance Department

For the twelve months ending September 30th
1913

The Workmen's Compensation Act

Commissioners:

FLOYD L. DAGGETT, Chairman
JOHN H. WALLACE AMBROSE B. ERNST

"SAFETY FIRST"



P. GILBERT

SECRETARY



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FLOYD L. DAGGETT
CHAIRMAN



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AMBROSE B. ERNST

COMMISSIONERS OF THE INDUSTRIAL INSURANCE DEPARTMENT
OF THE STATE OF WASHINGTON.



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SECOND ANNUAL REPORT.

OLYMPIA, WASH., Jan. 1, 1914.

To the Honorable Ernest Lister, Governor:

We are bringing to you and through you to the people of the State of Washington, the Second Annual Report of the Industrial Insurance Commission covering the operation of the Workmen's Compensation Act.

The operations of the second year will more clearly represent the usual operation of the law rather than the preceding or first year, because there was a certain part of the time that the law was being gotten into operation and the number of firms listed and operatives covered were fewer than the present year. The administration of a department of this character is extremely interesting and will engage the utmost interest and ability of anyone connected with the department on account of its humanitarian and economic phases. There are so many questions arising as to classification, many occupations being of such character that they can easily be classified in more than one class. The question arises frequently as to what is contemplated by the law under the term extra-hazardous. It is the interpretation of the Commissioners that it is the industry and not the individual employment that is contemplated by the law—classes of general employment will govern. For instance, there will be hazardous occupations with some portion of the work non-hazardous; there will also be non-hazardous occupations where some portion of the work will be hazardous. There have been to date no judicial decisions covering this point, although we have a case tried in the superior court of Pierce county, which we have appealed to the Supreme Court in order to get a final decision upon this feature as to a problem that is confronting us almost daily.

The administration of the law is going along smoothly; we meet with practically no opposition or discontent. There is a question in the minds of some of the injured workmen as to the sufficiency of the award that can be made under the law. There is also some question by employers as to the classification of their particular employment, and also a discussion of the rat-

ing schedule for contributors. However, sir, we are endeavoring to administer the law to the best of our ability as it stands, believing it is not our province at this time to discuss contemplated recommendations as to amendments to the act to yourself or to the legislature, believing that in the light of an additional year's experience we will be much more fitted to make such recommendations than at the present time. Therefore, in this report no contemplated recommendations or discussions as to amendments to the law will be made.

WORKMEN'S COMPENSATION: Workmen's compensation under state supervision seems to be becoming generally popular, as evidenced by the fact that twenty-two states have now adopted a compensation act in some form. There has been a great deal of inquiry coming from different states to this department regarding the operations of our law, to which we have endeavored to reply to the best of our ability. During the past year we have had committees present representing the states of Oregon, Colorado, Missouri, and also a committee representing the national labor bodies, and had correspondence with Wisconsin, New Jersey, New York, Idaho, and several other states.

COMPULSORY FEATURE: In the opinion of your Commissioners, the compulsory feature is the backbone of our law. The Washington law stands unique as being the only one having the compulsory feature. In all other acts with which we are familiar, the elective feature is the dominant one. However, some of the states are taking away practically all the defenses of the employer if he does not come under the act, which is, in a measure, compulsory. The operation of the law convinces us that in order to have the harmonious, cohesive support of the employer and employe, all must come within its provisions. If part are in and part are out, it causes confusion, and discontent especially among the workingmen, and again it is apt to make the contributions in certain classes so small that it really resolves itself into the employer carrying his own insurance.

SAFETY REGULATIONS: Until the present law became operative, there was no data at hand upon which to base any conclusions as to the number of accidents and their extent, and the cost to the community in losses to injured laboring men. With the statistical methods employed by this department, we are able to clearly judge, and it is certainly surprising to a student along these lines, the number of accidents, the extent of time loss, the loss of earning power, and the fatalities incident to the operation of the hazardous industries of the state. As provided by this act, the employers of each class of industry must care for their own accidents. Therefore, there should be a strong incentive on their part to reduce the number of accidents to the minimum as an economic consideration in addition to the humanitarian phase.

As the humanitarian phase presents such an appalling loss to the injured workman and the community at large, it is deserving of the utmost consideration. In such a large number of injuries it is impossible to put the workman in the same condition as before the accident, he thereby suffering permanent loss, and this is also a permanent loss to the community. On the other hand, if the employers, by safety regulations or safety methods, can reduce the number of accidents, they thereby reduce the cost of the operation of this law to them. Some of the employers in the state have their plants well safeguarded, and also have their employes organized along safety lines. This should be encouraged not only for the safety of the workman, but also to save the cost to the employer.

INCREASED OPERATIONS: In the matter of listing of firms and in auditing the payrolls there is a marked increase over the preceding year. There have been added 2,103 firms, and the number of claims filed show an increase of 4,440 over the preceding year; also the number of claims adjusted and paid are 8,462 more than the first year. This has entailed a large increase in the work of administering this department, but there has been practically no increase in the cost. This increase of labor has been met to some extent by labor-saving methods,

also by getting the department more thoroughly organized as the law progresses, and the problems are met and solved.

APPROPRIATION: The appropriation made by the last legislature for the bi-ennium, in our opinion, is somewhat less than it should be to carry out the intent of the act, and administer it in the proper way, to its fullest extent. During the past year we have endeavored to list the small operators as they should be included, and their contributions received. These usually are in more or less inaccessible places, requiring more traveling expense and more auditors to find them. We could now use to great advantage a few more men in the field, but we wish to assure you that every energy will be used to cover the field, and also to assure you that we do not intend to present a deficit to the next legislature.

DEFAULTING EMPLOYERS: It is quite necessary that employers should fully understand the provisions of the law covering defaulting employers. From the requests coming in for extensions of time in which to pay demands that have been made upon them for contributions to the accident fund, it would appear that this provision of the law is not fully understood. If the demand is made and a time stated for its payment, any interim between that time and the date the payment is really made by the employer, he is automatically in default; the Commissioners are powerless to grant any further extension of time, or to remove said employer from being in default. There is no discretion upon our part whatsoever. During the period of default the injured workman has the right to elect whether he will accept compensation provided by this act or ask for redress from his employer under the old liability laws. It is a practice of this department to notify workmen presenting claims when their employer is in default of such fact and the provisions of the law just explained. Several times we have been criticised by an employer for giving this information to the injured workman, but he is entitled to this information, and it is not right to ask him to go to some attorney and pay for information regarding his rights under this act. We,

however, always refuse to advise the workman as to what action he should take in a matter of this kind.

COST TO CONTRIBUTORS — ADJUSTMENT OF CLAIMS: Generally speaking, the cost to contributors to the accident fund, for the fiscal year ending September 30th, 1913, has been greater than that for the first fiscal year ending September 30th, 1912. This is due partly to a much larger number of workmen covered, also it must be remembered that there were no overlapping previous year claims filed and unpaid. We found that from the preceding fiscal year there were a large number of claims for injuries occurring during that year that came up for adjustment and final payment in this fiscal year, said claims in many instances requiring large payments for permanent partial disability or total permanent disability requiring pensions for which reserves must be set aside. Your Commissioners have endeavored to adjust and settle all claims that were ready for settlement during this current year, believing that it is the intent of the law so far as possible or practicable for each year's business to care for itself. The theory upon which your Commissioners are working in the adjustment of claims requiring payment for permanent partial disability or permanent total disability is that when the injury reaches a fixed condition that is the time to adjust and pay the claim. If a man is entitled to the payment of a lump sum for an injury he should have his money at the time that becomes an established fact. For instance, if a man has lost his arm, that is just as much a fact when the amputation has been made, as at some future time, and as soon as the wound is surgically healed he is entitled to his settlement in payment for that arm. In following out this theory we are more nearly able to adjust and pay each year's claims within the current year and not have so much overlapping into the following year. The contributors to the class can thus more clearly ascertain the cost to them for each year's operation.

Respectfully,

FLOYD L. DAGGETT.

JOHN H. WALLACE.

AMBROSE B. ERNST.

INTRODUCTORY.

A resume of the second year's operation, of the Workmen's Compensation Act, which drew to a close September 30th, 1913, shows that many changes in the methods employed have been inaugurated, such changes being the result of past experience, a close study being made to eliminate all lost motion and to accomplish the results without unnecessary work. The enormous mail of the Commission, averaging over 800 pieces per day, both in and out, and occasionally reaching the 1,200 mark, is all handled through the Secretary's office. The incoming mail being opened, stamped and distributed to the various departments. The outgoing mail all centralizing on the Secretary's desk, where it is glanced over to avoid contradictory or conflicting statements.

Owing to the different character of work the office is naturally divided into Departments.

The Secretary's office consisting of the Secretary, Minute Clerk, stenographer and statistician.

The Audit Department consisting of a Chief Auditor, assistant auditor, cashier, two bookkeepers, three stenographers and a file clerk.

The Medical Department consisting of a Chief Medical Advisor, a chief clerk and one stenographer.

The Claim Department consists of a Claim Agent, assistant claim agent, and ten clerks.

Report from each Department will follow in the order named.

The state is divided into districts known as the Seattle, Tacoma, Spokane, Bellingham and Vancouver Districts, comprised of the different counties as follows:

SEATTLE: Clallam, Jefferson, Kitsap, Island, Snohomish and King counties, including East portal of Cascade tunnel, part of Mason county, tributary to Hood's Canal. This District is covered by an Assistant Commissioner and five auditors, one claim adjuster and one stenographer.

TACOMA: Pierce, Thurston, Lewis and Chehalis counties. Kittitas county up to but not including Ellensburg, on N. P. and Milwaukee Railway, part of Pacific county on Willapa Harbor branch; also Mason county, exclusive of Hoods Canal country. This District is covered by an Assistant Commissioner, two auditors, one claim adjuster and one stenographer.

SPOKANE: Spokane, Stevens, Ferry, Pend Oreille, Okanogan, Chelan, Douglas, Lincoln, Grant, Adams, Garfield, Whitman, Asotin, Columbia, Walla Walla, Franklin, Benton and Yakima counties and part of Kittitas, including Ellensburg on N. P. and Milwaukee Railway, and Slate Creek district in Skagit county. This District is covered by an Assistant Commissioner, one claim adjuster, two auditors and one stenographer.

BELLINGHAM: Whatcom, Skagit and San Juan counties. This District is covered by one Auditor in Charge.

VANCOUVER: Klickitat, Cowlitz, Skamania, Clarke, Wahkium and part of Pacific county. This District is covered by an Auditor in Charge.

It is the duty of each Assistant Commissioner or Auditor in Charge to audit regularly the payrolls of all employers employing men in extra hazardous occupations in his district, to give out information pertaining to the administration of the law and to assist claimants in filing their claims. The Commissioners, with the aid of the adjusters, investigate the more difficult claims and settle a large number of claims which cannot be handled by correspondence, calling in the assistance of trained medical specialists when necessary to determine the nature and extent of the disability. All claims are scrutinized very carefully and if there is any delay in the recovery of the claimant his case is investigated promptly so that the worthy claimant may receive his full compensation and to discourage malingering on the part of those who might be disposed to do so.

The watchwords of the Commission are "loyalty" and "efficiency" and the results attained speak for themselves.

P. GILBERT,

Secretary.

**AUDIT DIVISION**

AUDIT DEPARTMENT.

While the volume of business done by the Auditing Department was largely greater during the second year than in the first, the cost to the administration fund did not materially increase.

Greater familiarity on the part of employers with the requirements under the act has facilitated the work of the field auditors, and there has been a marked growth of efficiency among the entire staff, both in the office and in the field, resulting from longer experience and a more highly perfected organization.

Necessity of strictest economy to keep within the maintenance appropriation has compelled the most careful study to simplify methods and avoid all lost motion or duplication of work in office routine and records. The recent substitution of a card system of ledger accounts, instead of the eleven heavy firm ledgers formerly used, has immensely simplified the work of bookkeepers and resulted in great saving of time to all having occasion to refer to the accounts. Transmissal sheets containing lists of claims approved for payment, and issued in quadruplicate, were recently adopted, with great saving of time and labor to the auditing department and also to the offices of the State Auditor and the State Treasurer, the sheets forming pages in the volumes of record in each of these offices, thus avoiding all duplication of entry. The change from a card system of general index of nearly nine thousand separate employers to a single volume, with a finely divided alphabetical subdivision, has just been effected and results in great saving of valuable time.

The entire State has been carefully gone over by the field auditors and as nearly as possible the payrolls of all employers engaged in the extra-hazardous industries have been audited quarterly. During the second year 2,502 new accounts were listed, bringing the total number of separate employers up to 8,891. In these establishments 162,970 employes are working under the protection afforded by the act.

Assessments have been made upon the various classes, or groupings of industries as provided in the act, as the several class funds required to be replenished, and employers generally have promptly paid as the calls became due. In a few cases it has been necessary to bring suit, but in all such cases, where decisions have been rendered, judgment has been taken for the amount due:

The following statement shows the receipts and disbursements of the Accident Fund during the first and second years, and the totals for the first two-year period ending October 1st, 1913:

Contribution first year, ending Oct. 1, 1912.....	\$980,445.75
Contribution second year, ending Oct. 1, 1913...	1,604,093.05
Total contribution two years, ending Oct. 1.....	<u>\$2,584,538.80</u>
Claims paid first year, ending Oct. 1, 1912.....	\$419,160.68
Claims paid second year, ending Oct. 1, 1913...	1,019,360.21
Total paid during two years, ending Oct. 1.....	<u>\$1,438,520.89</u>
Pensions paid first year, ending Oct. 1, 1912.....	\$26,366.83
Pensions paid second year, ending Oct. 1, 1913..	64,227.54
Total during two years.....	\$90,594.37
Balance in reserve, Oct. 1, 1913.....	734,206.24
Cash balance, Oct. 1, 1913.....	321,217.30
	<u>\$2,584,538.80</u>

The large difference between the receipts and also the disbursements during the first and second year is chiefly accounted for by the fact that payments to the Accident Fund are usually made after the work has been performed and the payrolls audited. No payments could have been received during the first year from any previous period and a large amount was contributed during the second year on account of work performed during the first year. A similar reason largely explains the difference between the amounts paid during the first and second years on account of accidents.

An examination of the statement (opposite page) showing the condition of the class funds and the rates assessed upon the various classes, and the rates actually required to pay the

awards resulting from accidents, will show that the rates specified in the act as probable maximum rates are for the most part largely in excess of the required rate. The costs shown for the first year, i. e., from October 1st, 1911, to October 1st, 1912, cannot be regarded as affording a reasonable basis from which to estimate future costs, as there was no previous period from which to supply a normal overlap of claims or serious development of injuries, nor could the records for the first year show the full average quota of losses, as claims on account of very many injuries received during at least the last two months of the year were either not filed or had not been approved for payment until the beginning of the second year. In estimating future costs, therefore, a somewhat more accurate basis will be found in showing of required costs during the combined two-year period, or preferably, as to the larger classes, in the costs for the second year. In the first nine or construction classes, except in class 7, different rates of contribution are specified in the act as required on the several kinds of work listed in each class. In expressing the costs, therefore, in these classes, the rates are stated in percentages of the rates specified in the act. Adjustment of the amount due from employers listed in the various classes is made for calendar years. In figuring the costs, therefore, for the fiscal years ending on October 1st, one rate would apply for the first three months and another rate might apply for the first nine months of the next calendar year.

CLASS 1.

In this class the following operations are listed with rates of contribution specified in the act as noted.

Tunnel construction	6½%
Sewer construction	6½%
Shaft sinking	6%
Well drilling	2%
Excavation	4%

Excavation defined as openings of six feet or less in depth, or if of greater depth, where width is more than half the depth.

Number of separate employers, 197.

Average rate assessed during first two years, 71% of rates specified in the act.

Average rate required to pay awards on claims, approved up to October 1st, 1918, 38% of specified rates.

Full rates were charged for the month of October, November, December, 1911. Adjustment for 1912 was made to specified rate on only eight-twelfths of payroll; adjustment for 1913 to same basis.

Fifteen fatalities occurred in the work of this class, six workmen leaving dependents entitled to pension and nine leaving no dependents.

Tunnel construction, as listed in this class at 6½%, has been held in a decision of the superior court not to include tunnel work in connection with railway construction, but that such work should be rated in class 7 at 5% under the general classification of railway construction.

This question has not yet been passed upon by the Supreme Court, but, if upheld, the work of tunneling will practically be eliminated from class 1, as, if in connection with railway construction, it would be listed in class 7, or, if in connection with coal mining, in class 16; or, if in metal mining, in class 17. Tunneling in sewer work is rated as sewers, which is enumerated in this class.

As in other classes, where several kinds of work are listed, no segregation has been made of contributions or claims paid on account of the several kinds of work listed in the class.

CLASS 2.

This class includes work as follows, with specified ratings noted:

Bridge building	6½%
Mill wrighting	3%
Trestles	6½%
Steeple	5%
Towers or grain elevators not metal framed.....	5%
Tanks	4%
Water towers	4%
Windmills not metal framed.....	4%

Includes assembling of material. Excludes manufacture in shops.

Number of separate employers, 135.

Average rate assessed during first two years, 71% of rates specified in act.

Average rate required to pay awards, approved up to October 1st, 1913, 44% of specified rates.

Adjustments for calendar years:

1911 (3 months), full rates.

1912, full rates on eight-twelfths of payroll.

1913, full rates on eight-twelfths of payroll.

Nine fatalities occurred in the work of this class, four workmen leaving dependents entitled to pension and five leaving no dependents.

The building of new mills or of substantial additions is rated as millwrighting, but the work of millwrights regularly employed by sawmills, or work of repairs in such mills, is regarded as an operation in class 10 under the classification of sawmills.

CLASS 3.

This class includes work as follows with specified ratings as noted:

Sub-aqueous work	6½%
Canals, other than irrigation or docks with or without blasting	6½%
Pile driving	5%
Jetties	5%
Breakwaters	5%
Marine railways	5%

Number of separate employers, 85.

Average rate assessed during first two years, 74% of rates specified in the act.

Average rate required to pay awards, approved up to October 1st, 1913, 63% of specified rates.

Adjustments for calendar years:

1911 (3 months), full rates.

1912, full rates on eight-twelfths of payroll.

1913, full rates on nine-twelfths of payroll.

Five fatalities occurred in the work of this class, only one workman leaving dependents entitled to pension and four leaving no dependents.

This class illustrates the danger of too finely segregating different operations into separate classes, especially where an inconsiderable number of employers are engaged in the work listed.

Most of the employers listed in this class are engaged in pile driving, and it happened that out of the five fatalities which occurred only one workman left dependents entitled to pension, to secure which it was necessary to set aside and invest a reserve of \$4,000. In the cases of the other four fatal accidents no dependents were left; but had it been otherwise, the rates specified in the act might have been altogether insufficient and have involved the necessity of making good a considerable deficit by assessment upon all contributors listed in this class in proportion to their respective payrolls.

The class, too, does not receive contributions on all wages paid for pile driving, as much of that work is in connection with railway construction and is included in report of payroll for that work, which is listed in class 7, and pile driving in connection with fish canneries is listed in class 33. It is recommended that when opportunity for re-classification occurs, that the operations listed in this class be appropriately assigned to other classes and this class be eliminated.

CLASS 4.

Operations are enumerated in this class with specified ratings as follows:

House moving	6½%
House wrecking	6½%
Safe moving	5%

Experience in this class showed that in auditing contractor's payrolls, most of the work of destruction of buildings was included in the statement of payroll for carpenters and masons and their helpers and for general labor, and the assessments on those payrolls therefore came in as a credit to class 5, in which work of carpentering and masonry is enumerated, thus depriving class 4 of the full credit to which it was entitled owing to the apparent impracticability of auditing and report-

ing separately all work of demolition as distinguished from construction.

The classification "safe moving" was held to include the moving or hauling of heavy articles, as boilers, machinery and similar unwieldy material, but difficulty was experienced in ascertaining just what portion of the time of the teamster and his helpers should be reported for that work, as during most of their time they were hauling light merchandise, which work is not considered as included among the extra-hazardous industries as defined in the act. In consequence of these facts and for the reason that most of the men employed in house-moving contracts are ordinarily engaged as carpenters or carpenters' helpers, auditors have been instructed to include wages paid for house moving and house wrecking under the general classification of carpentering, as listed in class 5, and to report wages paid for moving and installing safes, boilers, machinery and similar articles as an operation under the head of "Installation of Machinery" as listed in class 6. In this manner no further entries are made in class 4 and accounts remaining in the class are being re-rated and transferred into classes 5 and 6.

CLASS 5.

In this class is listed general work of building, and with 1,980 separate employers this class constitutes one of the principal groupings under the act, leading all others in number of contributors and second only to class 10 in number of workmen afforded protection. The rates vary from 8% on steel frame structures to 2% on wooden stair building. The following occupations are listed with specified rates as noted:

Iron or steel frame structures or parts of structures..	8%
Erecting fire-proof doors or shutters.....	5%
Concrete chimneys	5%
Fire-proofing of buildings	5%
Marble, stone or brick work.....	5%
Slate work	5%
Metal smokestacks or chimneys.....	5%
Advertising signs	3½%
Carpentering	3½%
Marble, stone or tile setting.....	3%
Metal ceiling work	3%
Concrete laying in floors and foundation.....	3%

Lathing	2%
Plastering	2%
Fire escapes	6½%
Blast furnaces (construction).....	4%
Elevators	5%
Galvanized iron or tin works.....	5%
Roof work	5%
Plumbing (inside)	2%
do (roughing in).....	5%
Ornamental metal work in building.....	3½%
Mantel setting	3%
Painting of buildings	3%
Glass setting	2%
Building hot houses	2%
Paper hanging	2%
Wooden stair building	2%

Average rate assessed during first two years, 65% of rates specified in the act.

Average rate required to pay awards, approved up to October 1st, 1913, 46% of specified rates.

Twenty-six workmen were killed in the work of this class, of whom nineteen left dependents entitled to pension and seven left no dependents.

Full rates were charged in this class, as in all classes, for the first three months of the operations of the act, namely: October, November and December, 1911. Adjustment for 1912 was made to specified rates on only eight-twelfths of the year's payroll and adjustment for 1913 to specified rates on only six-twelfths of the payroll.

CLASS 6.

Some of the heavier forms of construction are listed in this class with specified ratings as follows:

Electric light and power plant construction.....	5%
Cable or electric railways—	
Without rock work or blasting.....	3½%
With rock work or blasting.....	5%
Installation of steam boilers or engines.....	3%
Installing of dynamos.....	3%
Installation of automatic sprinklers.....	3%
Installing electrical apparatus or fire alarm systems in buildings	2%
Telegraph or telephone systems.....	5%
Water works or systems.....	5%
Steam heating plants.....	4%
Gas works or systems.....	5%
Placing wires in conduits.....	3%
Putting up belts for machinery.....	3%
Covering steam pipes or boilers.....	3%
Installation of machinery, including foundations.....	3%
House heating or ventilating systems.....	2%

Number of separate employers, 351.

Average assessed rates during first two years, 65% of specified rates.

Average rate required to pay awards, approved up to October 1st, 1913, 36% of specified rate.

Adjustments for calendar years:

1911 (3 months), full rates.

1912, specified rates on eight-twelfths of payroll.

1913, specified rates on only six-twelfths of payroll.

In the work of this class 29 workmen were killed during two years, of whom 18 left dependents entitled to pension and 11 left no dependents.

CLASS 7.

In this class is listed work of railway construction with specified rating of 5%. It is held to also include the operation of steam and logging railways in so far as they are not under federal jurisdiction by reason of being engaged in interstate commerce.

For this reason none of the interstate carriers contribute to the accident fund on payroll in connection with the operation of their lines, nor would employes injured in their operating departments be entitled to award. Work of line extension, however, or any work done on track not yet turned over to the operating department, and work of construction or substitution done by contractors is held to be under the act.

Number of separate employers, 348.

Average rate assessed during first two years, 3%.

Average rate required to pay awards approved up to October 1st, 1913, 23¼%.

Fifty-six fatalities occurred in the work of this class during the past two years; 33 workmen leaving dependents entitled to pension and 23 leaving no dependents.

Adjustments for calendar years were made as follows:

1911 (3 months), 5%.

1912, 5% on six-twelfths of payroll.

1913, 5% on only four-twelfths of payroll.

CLASS 8.

In this class operations are listed with specified rates as follows:

Road making	2%
Street or other grading.....	3½%
Concrete laying in street paving.....	3%
Asphalt laying	3%

Road making is construed as all work in connection with construction of new earth roads, including clearing, with a 2% rate applying except where powder is used, in which case a 5% rate applies on wages paid to the powder crew or others in hazard from blasting; also all work of maintenance or repair of old roads involving the use of road machines, scrapers or other machinery; but ordinary hand work, or hauling, in connection with upkeep of old roads is not considered to be under the act.

Laying of brick or block pavement is rated at 2% as road making, but the 3% rate applies on the concrete base.

Concrete sidewalk laying where no power mixer is used is excluded, but when power mixers are used, the rating of 3% applies on the entire crew. Street or other grading does not include grades for railway construction, which are rated in class 7 at 5%.

Number of separate employers, 515.

Average rate assessed during first two years, 65% of specified rates.

Average rate required to pay awards, approved up to October 1st, 1913, 29% of specified rates.

Adjustments for calendar years were made as follows:

- 1911 (3 months), full rates.
- 1912, specified rates on eight-twelfths of payroll.
- 1913, specified rates on six-twelfths of payroll.

Eleven workmen were killed in the work of this class; eight leaving dependents entitled to pension and three leaving no dependents.

CLASS 9.

This class includes operations with specified rates as follows:

Ship or boat building or wrecking with scaffolds...	4½%
Ship wrighting	3%
Ship or boat rigging	3%
Floating docks	4½%

Number of separate employers, 56.

Average rate assessed during first two years, 44% of rates specified in the act.

Average rate required to pay awards on claims approved up to October 1st, 1913, 34% of specified rates.

No fatalities occurred in the work of this class, but one workman received injuries resulting in permanent total disability, on account of which he is entitled to a pension of \$20 per month. His life expectancy at age of 47, being 23.08 years, a reserve of \$2,613.07 was required to be invested to secure this pension.

Classes 10 to 25, inclusive, refer more particularly to the operation of industries rather than to construction, or to work in factories, although incidental work of repair is to be included in report of payroll for operation.

CLASS 10.

This largest grouping under the act includes operations with specified rates as follows:

Logging	2¼%
Saw mills	2¼%
Shingle mills	2¼%
Lath mills	2¼%
Masts and spars, with or without machinery.	2¼%

Includes booming logs or driving ties.

Includes pilers, manual laborers and teamsters; also planers on sawmill premises; stump pulling with donkey engines; land clearing when conducted as a separate industry or enterprise with workmen specially engaged for the purpose, but where such work is merely incidental to farming and performed by farm hands, the workmen are not covered, as farming is not considered to be an extra-hazardous industry.

Excludes retail lumber yards operating without machinery.

Number of separate employers, 1,841; number of workmen, 47,548.

During the first two years ending October 1st, 1913, assessments have been made upon employers in this class of $2\frac{1}{2}\%$ of the average payroll for seventeen months out of the twenty-four; the average cost, as assessed up to October 1st, 1913, has therefore been seventeen twenty-fourths of $2\frac{1}{2}\%$, or \$1.77 per \$100 of payroll. At the time of writing this report, and as a part of the operations of the third year under this act, assessments have been made upon this class for three more months, which will make the true cost to this class on payroll up to October 1st, 1913, twenty twenty-fourths of $2\frac{1}{2}\%$, or \$2.08 1-3 per \$100 of payroll. The rate actually required to pay awards on claims approved up to October 1st, 1913, was \$1.77 per \$100 of payroll, as of the \$1,072,286.83 collected up to that date, only \$4,660.95 remained on hand October 1st, 1913.

Adjustments for calendar years:

1911 (3 months), $2\frac{1}{2}\%$.

1912, $2\frac{1}{2}\%$ on eight-twelfths of payroll.

1913, up to October 1st, $2\frac{1}{2}\%$ of six-twelfths of annual payroll had been assessed, but it is, at this date, uncertain on how many twelfths of the annual payroll the $2\frac{1}{2}\%$ will be required. It is estimated that $2\frac{1}{2}\%$ of eleven-twelfths may be sufficient.

Two hundred and sixty-eight fatal accidents occurred during the first two years; 130 workmen leaving dependents entitled to pensions, to secure which reserves were required to be invested in the amount of \$347,775.22, being an average in each case of \$2,675.19; 138 workmen, or a little over one-half of those killed in the work of this class, left no dependents entitled to pension.

Class 10 averages are as follows:

Total average annual payroll.....	\$30,276,334.08
Average proceeds of call for one month.....	63,075.70
Average contribution per month.....	44,678.62
Average claims paid per month.....	29,993.78
Average pension paid per month.....	1,607.86
Average reserved to secure pension per month.....	12,882.77
Average reserve required when workmen left dependents	2,675.19
Average reserve required counting all fatalities.....	1,297.67
Average contributions per month in excess of requirements	194.21
Average number of fatalities per month necessitating pension	5.41
Average number of fatalities per month not necessitating pension	5.75
Average number of fatalities per month.....	11.16

Class 10 percentages, as compared with entire accident fund, as shown by experience of first two years, are as follows:

29.17% of all workmen in extra-hazardous employments in Washington are engaged in the work of this class, the number so employed being approximately 47,548.

47.17% of all payments to injured workmen and reserves to secure pensions are on account of the work of this class, the amount for two years being \$1,067,625.88.

50.03% of all awards to living workmen, the amount for two years being \$719,850.66.

43.28% of all reserves to secure pensions, the amount reserved during two years amounting to \$347,775.22.

42.59% of all pensions to dependents of fatally injured workmen, the amount paid in pensions on account of the work of this class during two years being \$38,588.67.

48.46% of the fatal accidents in the industries under the act occurred in this class. Of the 47,548 workmen engaged in this work, 268, or one out of each 355, was killed annually, making average of a fraction less than three in each thousand.

41.49% of all contributions to the accident fund were paid by employers listed in this class.

Statement showing disbursements from funds of class 10 on account of claims paid and pensions, and reserved to secure pensions during second year and totals at ending of first year:

	<i>Claims paid</i>	<i>Reserved to secure pensions</i>	<i>Total charges</i>
October, 1912.....	\$39,405.90	.....	\$39,405.90
November, 1912.....	40,025.65	.....	40,025.65
December, 1912.....	42,673.25	\$28,395.63	71,068.88
January, 1913.....	37,396.70	33,146.39	70,543.09
February, 1913.....	39,962.45	8,789.77	48,752.22
March, 1913.....	33,784.95	14,834.77	48,619.72
April, 1913.....	37,112.26	16,565.25	53,677.51
May, 1913.....	43,391.52	30,513.19	73,904.71
June, 1913.....	46,438.10	10,881.82	57,319.92
July, 1913.....	47,972.90	16,122.63	64,095.53
August, 1913.....	60,868.77	35,151.38	96,020.15
September, 1913.....	55,658.36	25,021.42	80,679.78
Total for 2nd year .	\$524,690.81	\$219,422.25	\$744,113.06
Total for 1st year...	195,159.85	128,352.97	323,512.82
Totals to Oct 1st, covering 2 years.....	\$719,850.66	\$347,775.22	\$1,067,625.88

Of the forty-two classes in which the industries of the state are listed, only nine refer exclusively to one kind of operation, and, as 267 separate occupations are enumerated, an average of about seven different kinds of work are listed in each of the remaining classes. Contributions, therefore, to class 10, in which employers in seven different kinds of work are included, are, as in other compound classes, merged in the class fund and awards on account of all accidents in the class are charged against the common fund of the class without further segregation.

To have kept separate accounts, as to each kind of work mentioned in the act, both as to number of employes, amount of payrolls and of contributions, and of awards on account of injuries in each of the great number of occupations listed, would have involved such an increase in the work of the auditing and claim departments as to have made it impossible to have kept within the maintenance appropriation, which was barely sufficient to perform the work in accordance with the groupings as prescribed in the act.

CLASS 11.

(Omitted in the Act.)

CLASS 12.

This class includes operations and ratings as follows:

Dredges	5%
Dry or floating docks.....	5%

Number of separate employers, 22.

No fatal accidents have occurred in the work of this class during the past two years.

Average rate assessed during first two years, \$1.93 per \$100 of payroll.

Average rate required to pay claims approved up to October 1st, 1913, \$1.33 per \$100 of payroll.

Adjustments for calendar years:

- 1911 (3 months), 5%.
- 1912, 5% on four-twelfths of payroll.
- 1913, 5% on three-twelfths of payroll.

Before it was finally determined what rate of adjustment was necessary for the year 1913, in view of the class experience and general hazard, it was expected that an adjustment for the 1913 account would be required at 5% of six-twelfths of the payroll, and in a preliminary statement of class costs the rates were figured upon that basis instead of at 5% of only three-twelfths as finally found justified.

CLASS 13.

This class includes operation of industries with ratings as follows:

Electric light or power plants or systems.....	4%
Steam heat or power plants or systems.....	2½%
Electric systems, not otherwise specified.....	2%

The operation of elevators and the use of steam heating or electric plants in office buildings, hotels and private houses is held to be only incidental to the ownership and operation of such places, which is not an extra-hazardous industry as defined by the act. Contribution is required therefore only when such plants are in connection with construction or the operation of extra-hazardous industries or in manufacturing plants or when light, heat or power is sold commercially.

Number of separate employers, 138.

Average rate assessed during first two years, assuming a uniform rate of 4%, at which rate most of the contributions were received, \$2.62 per \$100 of payroll.

Average rate required to pay claims approved up to October 1st, 1913, assuming uniform rate of 4%, \$2.32 per \$100 of payroll.

Adjustments for calendar years:

1911 (3 months), full rate.

1912, full rate on six-twelfths of payroll.

1913, full rate on nine-twelfths of payroll.

Thirteen fatal accidents occurred in the work of this class; nine workmen leaving dependents entitled to pension and four leaving no dependents.

CLASS 14.

In this class operations are listed with specified rates as follows:

Street railways	3%
Interurban electric railways with third rail.....	5%
Interurban electric railways without third rail.....	4%

Number of separate employers, 24.

Average rate assessed during first two years, assuming a uniform rate of 3%, at which rate most of the contributions were received, \$1.03 per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, assuming uniform rate of 3%, 80 cents per \$100 of payroll.

Adjustment for calendar years:

- 1911 (3 months), 3%.
- 1912, 3% on three-twelfths of payroll.
- 1913, 3% on three-twelfths of payroll.

Seven fatal accidents occurred in the work of this class; four workmen leaving dependents entitled to pension and three leaving no dependents.

CLASS 15.

In this class operations are listed with specified rates as follows:

Telegraph systems	3%
Telephone systems	3%

Number of separate employers, 70.

Average rate assessed during first two years, \$1.69 per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, \$1.13 per \$100 of payroll.

Adjustment for calendar years:

- 1911 (3 months), 3%.
- 1912, 3% on only one-half the payroll.
- 1913, 3% on only one-half the payroll.

Three fatal accidents occurred in the work of this class and in each case dependents were entitled to pension.

The telephone and telegraph operators are regarded as in a non-extra-hazardous department of these industries and are not

covered by the act. Work of repairs and connections from operating lines is included in this class, but extension of plant would be rated in class 6 at 5%.

CLASS 16.

This important class refers exclusively to operation of coal mines, with specified rating of 3%.

Number of separate employers, 49; number of workmen, 6,700.

Average rate assessed during first two years, \$1.97 per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, \$1.93 per \$100 of payroll.

Adjustment for calendar years:

1911 (3 months), 3%.

1912, 3% on six-twelfths of payroll.

1913, 3% on nine-twelfths of payroll.

Forty-two fatal accidents occurred in the work of this class; thirty workmen leaving dependents entitled to pension, to secure which it was necessary to set aside and invest a reserve of \$85,524.84. Twelve workmen left no dependents entitled to pension.

CLASS 17.

This class includes operations with specified rates as follows:

Quarries	4%
Stone crushing	3%
Mines other than coal.....	2½%

Number of employers, 200; number of workmen, 2,680.

Average rate assessed during first two years, 57% of specified rates.

Average rate required to pay awards on claims approved up to October 1st, 1913, 53% of specified rates.

Adjustment for calendar years:

1911 (3 months), full rate.

1912, full rate on four-twelfths of payroll.

1913, full rate on nine-twelfths of payroll.

Fourteen fatal accidents occurred in the work of this class; six workmen leaving dependents entitled to pension and eight leaving no dependents.

A quarry is defined as an open cut from which coal is mined, or clay, ore, mineral, gypsum, sand, gravel or rock is cut or taken for manufacturing, building or construction purposes; the operation of sand and gravel companies is therefore rated in this class as to their gravel pit, including teamsters who drive into the pit, but teamsters loading from bunkers are not covered. Bunker work not adjacent to quarry is listed in class 31. Stone cutting yards in connection with quarries are rated in this class, but if on property not adjoining they are listed in class 31.

CLASS 18.

This class includes operations with specified rates as follows:

Blast furnaces	3%
Smelters	3%
Rolling mills	2½%

Number of employers, 7; number of workmen, 881.

Average rate assessed during first two years, assuming uniform specified rate of 3%, at which nearly all contributions were received, \$1.59 per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, \$1.29 per \$100 of payroll.

Adjustment for calendar years:

1911 (3 months), full rate.

1912, full rate on four-twelfths of payroll.

1913, full rate on six-twelfths of payroll.

Only one fatal accident occurred in the work of this class, the workman leaving no dependents entitled to pension.

CLASS 19.

This class refers exclusively to operation of gas works, specified rate of 3%.

Number of employers, 16; number of workmen, 950.

Average rate assessed during first two years, \$1.03 per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, 84 cents per \$100 of payroll.

Adjustment for calendar years:

1911 (3 months), 3%.

1912, 3% on three-twelfths of payroll.

1913, 3% on three-twelfths of payroll.

One fatal accident occurred in the work of this class, requiring the investment of a reserve of \$3,132.84 to secure the pension of \$20 per month to the widow whose life expectancy in this case was 27.45 years, and also providing for the payment of \$5 per month for a child who reached the age of 16 five months after the accident.

CLASS 20.

Steamboats, tugs and ferries, specified rate 3%. In accordance with an opinion of the Honorable Attorney General, the compulsory application of the act, as to the operation of boats, is limited "to vessels operating upon the navigable waters of the state without any navigable outlet to any other state or country," as "the State Legislature is without power to prescribe an exclusive remedy" where an injured seaman has the right of relief in admiralty. (For notes as to the admiralty and interstate jurisdiction, see Sec. 18, annotated copy of act.)

Ferries operated by the current and attached to cables are listed.

Number of separate employers, 16.

Average rate assessed during first two years, \$1.97 per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, \$1.97 per \$100 of payroll.

Adjustment for calendar years:

1911 (3 months), 3%.

1912, 3% on six-twelfths of payroll.

1913, 3% on nine-twelfths of payroll.

One fatality occurred, requiring a reserve of \$1,536.09 to secure pension of \$15 per month, payable to the mother, aged 54, with life expectancy of 18.09 years.

So few employers are engaged in these industries in Washington and so few workmen employed, that it is recommended that when opportunity for reclassification occurs, that these operations be assigned to class 42, and that this class be eliminated.

CLASS 21.

Grain elevators, specified rate 2%.

This class is held to include, at the same specified rate, operation of flour mills, chop and feed mills and grain warehouses with or without use of machinery, but not to include threshing or hay bailing operations.

Number of separate employers, 239; number of workmen, 2,340.

Average rate assessed during first two years, 69 cents per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, 54 cents per \$100 of payroll.

Adjustments for calendar years:

1911 (3 months), 2%.

1912, 2% on three-twelfths of payroll.

1913, 2% on three-twelfths of payroll.

One fatal accident occurred in the work of this class, but the workman left no dependents entitled to pension.

CLASS 22.

Laundries, specified rate 2%.

Number of separate employers, 195; number of workmen, 3,540.

Drivers and office force regarded as non-extra hazardous department and not included, but all other employes are covered.

Average rate assessed during first two years, 46 cents per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, 43 cents per \$100 of payroll.

Adjustment for calendar years:

1911 (3 months), 2%.

1912, 2% on one-twelfth of payroll.

1913, 2% on two-twelfths of payroll.

No fatalities have occurred in the work of this class during the past two years.

To this class belongs the honor of being the first to make careful investigation as to the cause of every accident reported from the work of laundries, in order that effective action may be taken by the Laundry Association toward the prevention of accidents and the safeguarding of all such plants.

Similar action on the part of other trade and manufacturing associations cannot be too strongly urged. The employment at the expense of the various associations of expert mechanics to visit the plants in their respective classes and to advise and assist in the installation of all reasonable safety devices and appliances, would very largely reduce the number of accidents, and at an expense which would appear trivial in view of the certain reduction in assessments following the lessening number of claims.

CLASS 23.

Water works (operation), specified rate 2%.

Number of separate employers, 126.

The making of new connections is regarded as operation, but extension of plant is rated in class 6 at 5%.

Average rate assessed during first two years, \$1.31 per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, \$1.14 per \$100 of payroll.

Adjustment for calendar years:

1911 (3 months), 2%.

1912, 2% on six-twelfths of payroll.

1913, 2% on nine-twelfths of payroll.

Three fatal accidents occurred in the work of this class during the first two years, each workman leaving dependents entitled to pension and requiring the investment of a reserve of a total of \$6,793.08.

CLASS 24.

Paper or pulp mills, specified rate 2%.

Number of plants, 5.

Average rate assessed during the first two years, \$1.81 per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, \$1.64 per \$100 of payroll.

Adjustment for calendar years:

1911 (3 months), 2%.

1912, 2% on entire payroll.

1913, 2% on nine-twelfths of payroll.

Four fatal accidents occurred in the work of this class during the first two years; two workmen leaving dependents entitled to pensions, to secure which reserves were required to be invested amounting to \$6,005.56. The other two workmen left no dependents.

This is the only class in which it was necessary to charge the full specified rate during the year 1912. A considerable number of the accidents occurring that year were in consequence of conducting extensive repairs in one of the plants without closing down operations.

CLASS 25.

In this class operations are listed with specified rates as follows:

Garbage works	2%
Fertilizer	2½%

Number of separate employers, 11; number of workmen, 163.

Total contribution	\$3,315.09
Total claims paid.....	1,262.50

Cash balance Oct. 1, 1913.....\$2,052.59

Average rate assessed during first two years, 56% of rates specified in the act.

Average rate required to pay awards on claims approved up to October 1st, 1913, 21% of specified rates.

Adjustments for calendar years:

1911 (3 months), full rate.

1912, full rates on six-twelfths of payroll.

1913, full rates on six-twelfths of payroll.

No fatalities or very serious accidents have occurred in the work of this class, but so few employers are engaged in these industries and so few workmen are employed, that it is recom-

mended that when opportunity for reclassification occurs that these operations be listed in some other class, preferably, especially as to fertilizer plants, in class 43, in which stock yards, packing houses, etc., are listed, and that this class be eliminated.

CLASS 26.

Stamping tin or metal, specified rate $4\frac{1}{2}\%$.

It is probable that no employers in Washington are exclusively engaged in this industry, and that where such work is conducted, it is in connection with other work, properly to be rated in some other class. Some of this work is in connection with the manufacture of jewelry, which is listed in class 41, and some in canneries, which are in class 33; much of this work is in connection with manufacture of iron, steel and other metals as listed in class 34.

For these reasons no employers are listed in this class, their work being appropriately elsewhere rated, and it is recommended that the class be eliminated.

CLASS 27.

This class refers to the manufacture in factories and shops of—

Bridge work, specified rate.....	$2\frac{1}{2}\%$
Making steam shovels or dredges, specified rate...	$2\frac{1}{2}\%$
Tanks	$2\frac{1}{2}\%$
Water towers	$2\frac{1}{2}\%$

As in regard to the industries listed in class 25, it is doubtful if any employers in Washington are exclusively engaged in the manufacture in factories of any of the articles enumerated in this class; but that, so far as such work is done, the work can as properly be listed in class 34, in which the work of manufacturing iron and steel articles, and work of boiler and machine shops and foundries is listed. No listings are therefore made in this class, such work being rated in class 34, to which class it is recommended that these operations be assigned when opportunity for reclassification occurs, and that the class be eliminated.

CLASS 28.

This class refers to the manufacture and repair in shops of railroad cars and locomotives, specified rate $2\frac{1}{2}\%$.

Most of this work in Washington is done by employees of companies engaged in interstate commerce, and under such conditions as to bring any claims on account of injuries under Federal jurisdiction; no such employers are therefore listed, and any such work done by others is rated in class 34, to which it is recommended that the industries listed in this class be assigned when reclassification can be made, and that the class be eliminated.

CLASS 29.

In this class are listed the lighter or less hazardous forms of wood working with specified rates as noted:

Cooperage	$2\frac{1}{2}\%$
Staves	$2\frac{1}{2}\%$
Veneer or box	$2\frac{1}{2}\%$
Packing cases	$2\frac{1}{2}\%$
Sash, door and blinds	$2\frac{1}{2}\%$
Barrel, keg and pails	$2\frac{1}{2}\%$
Baskets or tubs	$2\frac{1}{2}\%$
Woodenware or wood fibre ware	$2\frac{1}{2}\%$
Kindling wood	$2\frac{1}{2}\%$
Excelsior	2%
Woodworking not otherwise specified	2%

Planing mills are also listed in this class at $2\frac{1}{2}\%$ if operated independently from sawmills. All teamsters employed in the above industries are included. Men in hazard from saws in wood yards are listed in class 10, but drivers delivering wood from fuel yards and not in hazard from saws are not covered.

Number of separate employers, 333; number of workmen, 5,104.

Average rate assessed during first two years, assuming uniform rate of $2\frac{1}{2}\%$, at which nearly all the contributions were received, \$1.30 per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, assuming uniform rate of $2\frac{1}{2}\%$, \$1.19.

Adjustments for calendar year:

1911 (3 months), $2\frac{1}{2}\%$.

1912, $2\frac{1}{2}\%$ of five-twelfths of payroll.

1913, $2\frac{1}{2}\%$ of six-twelfths of payroll.

Four fatal accidents occurred in the work of this class; three workmen leaving dependents entitled to pension, to secure which reserves amounting to \$6,551.33 have been invested. The other workman left no dependents.

CLASS 30.

Asphalt manufacturing, specified rate $2\frac{1}{2}\%$.

Only eleven employers are rated in this industry in Washington, with only 261 employees.

Total contributions during two years.....	\$1,743.61
Total claims paid during two years.....	385.30

Cash balance in this class Oct. 1, 1913.....\$1,358.31

Average rate assessed during first two years, 65 cents per \$100 of payroll.

Average rate required to pay claims approved to October 1st, 1913, 14 cents per \$100 of payroll.

Adjustments for calendar years:

- 1911 (3 months), $2\frac{1}{2}\%$.
- 1912, $2\frac{1}{4}\%$ of one-twelfth of payroll.
- 1913, $2\frac{1}{2}\%$ of three-twelfths of payroll.

No fatal or serious accidents occurred in the work of this class during the first two years.

Experience has shown that there are no firms engaged in asphalt manufacturing in the State of Washington. The mixing of the prepared asphalt could no more be classed as asphalt manufacturing than mixing cement could be called cement manufacturing. The work is all being done by contractors on the work and the accounts in this class will be transferred into class 8 and in future will be rated the same as asphalt laying in class 8 at 3%.

CLASS 31.

This class includes operations with specified rates as follows:

Cement manufacturing	$2\frac{1}{4}\%$
Stone with or without machinery.....	$2\frac{1}{4}\%$
Building material not otherwise specified.....	$2\frac{1}{4}\%$

Includes operation of gravel bunkers, away from the hazard of gravel pits which are listed as quarries in class 17. Drivers hauling from bunkers only are not covered. Includes lime burn-

ing, cutting paving blocks and manufacture of paints and oils. Pumping oil strictly in connection with merchandising in oil not covered.

Number of separate employers, 94; number of workmen, 1,230.

Average assessed rate during first two years, \$1.64 per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, \$1.34 per \$100 of payroll.

Adjustments for calendar years:

1911 (3 months), 2½%.

1912, 2½% on six-twelfths of payroll.

1913, 2½% on nine-twelfths of payroll.

Four fatal accidents occurred in the work of this class during the first two years; three workmen leaving dependents entitled to pension, to secure which it was necessary to invest a reserve of \$9,129.25. One workman left no dependents.

CLASS 32.

Canneries of fruits and vegetables, 2½%.

This classification is regarded as equally defined as "working in foodstuffs" as listed in class 39, and therefore no employers are listed in this class. It is recommended that when opportunity for reclassification occurs that this industry be assigned to class 39, and that this class be eliminated.

CLASS 33.

Canneries of fish or meat products, specified rate 2½%.

Includes manufacture of dog fish oil.

Nearly all employers in this industry employ labor in pile driving, rated in class 3 at 5%, and in other work carrying a higher rate than 2½%, but owing to the difficulty of accurately segregating the payroll, a flat rate of 3% covering all forms of labor has been agreed upon. Cannery operators are ruled to be primarily responsible for contributions due on Oriental or white contract labor.

Number of separate employers, 45; number of workmen, 4,100.

Average rate assessed during first two years, \$1.31 per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, \$1.19 per \$100 of payroll.

Adjustments for calendar years:

1911 (3 months), 3% of three-twelfths of 1911 payroll.
1912, 3% of three-twelfths of payroll.
1913, 3% of six-twelfths of payroll.

Five fatal accidents occurred in the work of this class during the first two years; three workmen leaving dependents entitled to pensions, to secure which reserves were invested amounting to \$11,358.58. Two workmen left no dependents entitled to pensions.

CLASS 34.

In this class are listed metal manufacturing operations, with specified rates as follows:

Iron, steel, copper, zinc, brass, or lead articles or wares	2%
Hardware	2%
Boiler works	2%
Foundries	2%
Machine shops not otherwise specified.....	2%

Includes automobile mechanics in garage, excluding chauffeur hazard; plumbers exclusively engaged in shop work; also sheet metal or galvanized iron or tin works, with or without machinery, exclusive of outside construction, which is rated in class 5 at 5%. Includes beveling glass at 2½%. Machine shops in connection with mills regarded as incidental to operation of the mills and included in the class in which the mills are listed.

Number of separate employers, 600; number of workmen, 5,380.

Average rate assessed during first two years, \$1 per \$100 of payroll.

Average rate required to pay awards on claims, approved up to October 1st, 1913, 98 cents per \$100 of payroll.

Adjustments for calendar years:

1911 (3 months), 2%.
1912, 2% on six-twelfths of payroll.
1913, 2% on four-twelfths of payroll.

Six fatal accidents occurred in the work of this class; five workmen leaving dependents entitled to pension and one leaving no dependents. To secure the pensions it was necessary to set aside and invest reserves amounting to \$11,304.60.

CLASS 35.

In this class are listed manufacturers of earthenware with specified rate as noted:

Tile, brick or terra cotta.....	2%
Fire clay or pottery.....	2%
Earthenware	2%
Porcelain ware	2%

Includes manufacture of glass jars and insulators.

Number of employers, 52; number of workmen, 1,983.

Average rate assessed during first two years, 69 cents per \$100 of payroll.

Average rate required to pay awards on claims, approved up to October 1st, 1913, 51 cents per \$100 of payroll.

Adjustments for calendar years:

1911 (3 months), 2%.

1912, 2% on three-twelfths of payroll.

1913, 2% on three-twelfths of payroll.

Three fatal accident occurred in the work of this class; two workmen leaving dependents entitled to pension, to secure which reserves were invested amounting to \$1,892.18. In the case of the other fatality, no dependents were left who were entitled to pension.

CLASS 36.

Peat fuel	2%
Brickettes	2%

There being probably no employers exclusively engaged in these operations in Washington, no listings are made in this class, but such work, if any, would be listed in class 35, to which class it is recommended that these operations be assigned when opportunity for reclassification occurs, and that this class be eliminated.

CLASS 37.

Breweries	2%
Bottling works	2%
Also manufacture of ammonia and alcohol	2%

Brewery teamsters and helpers included.

Bottled beer delivery from bottling works not covered.

Average rate assessed during first two years, 88 cents per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, 82 cents per \$100 of payroll.

Adjustments for calendar years:

1911 (3 months), 2%.

1912, 2% on three-twelfths of payroll.

1913, 2% on six-twelfths of payroll.

Two fatal accidents occurred in the work of this class; only one workman leaving dependents entitled to pension, to secure which a reserve of \$4,000 was required to be invested.

CLASS 38.

Cordage 1½%

Work in wool, cloth, leather, paper, brush, rubber
or textile not otherwise specified..... 1½%

Number of employers, 160; number of workmen, 1,980.

Average rate assessed during first two years, 52 cents per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, 28 cents per \$100 of payroll.

Adjustments for calendar years:

1911 (3 months), 1½%.

1912, 1½% on three-twelfths of payroll.

1913, 1½% on three-twelfths of payroll.

One fatal accident occurred in the work of this class, the workman leaving parents entitled to a pension of \$20 per month until December 29, 1914, at which time the workman would have become of legal age.

An investment of \$527.95 was required to secure the pension until the date stated, at which time the pension will cease unless a continuance of dependency is proven.

CLASS 39.

Working in foodstuffs, including oils, fruits and vegetables, 1½%.

This class refers exclusively to edibles and includes manufacture of candies and crackers.

Oils for paints are listed in class 31 under the heading of "Building Material N. E. S.," and manufacture of dog fish oil is rated in class 33 at $2\frac{1}{2}\%$.

Number of separate employers, 93; number of workmen, 1,471.

Average rate assessed during first two years, 52 cents per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, 34 cents per \$100 of payroll.

Total contributions during two years.....	\$4,683.73
Total claims paid during two years.....	3,052.34

Balance on hand October 1st, 1913.....	\$1,631.39
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Adjustments for calendar years:

1911 (3 months), $1\frac{1}{2}\%$.

1912, $1\frac{1}{2}\%$ on three-twelfths of payroll.

1913, $1\frac{1}{2}\%$ on three-twelfths of payroll.

No fatal accidents occurred on account of the work of this class during the first two years.

CLASS 40.

Creameries, specified rate.....	$1\frac{1}{2}\%$
Condensed milk, specified rate.....	$1\frac{1}{2}\%$

Number of separate employers, 113; number of workmen, 638.

Average rate assessed during first two years, 34 cents per \$100 of payroll.

Average rate required to pay award on claims approved up to October 1st, 1913, 13 cents per \$100 of payroll.

Total contributions during two years.....	\$2,774.03
Total claims paid during two years.....	1,118.35

Balance on hand October 1st, 1913.....	\$1,655.68
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Adjustments for calendar years:

1911 (3 months), $1\frac{1}{2}\%$.

1912, $1\frac{1}{2}\%$ on one-twelfth of payroll.

1913, $1\frac{1}{2}\%$ on two-twelfths of payroll.

No fatal accidents occurred in the work of this class during the first two years.

Workmen's Compensation Act

CLASS 41.

In this class are included operations with specified rates as follows:

Printing	1½%
Electrotyping	1½%
Photo-engraving	1½%
Engraving	1½%
Lithographing	1½%
Making jewelry	1½%

Includes compositors, linotypers, proofreaders and foremen in room with machinery or shafting; also errand boys, but book-keepers and office force and hand engravers not in room with machinery are not covered.

Number of separate employers, 369; number of workmen, 2,108.

Average rate assessed during first two years, 27 cents per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, 13 cents per \$100 of payroll.

Total contributions during first two years.....	\$8,123.70
Total claims paid during first two years.....	3,841.55

Cash balance on hand October 1st, 1913.....\$4,282.15

Adjustments for calendar years:

1911 (3 months), 1½%.

1912, 1½% on one-twelfth of payroll.

1913, 1½% on one-half of one-twelfth of payroll.

No fatal accidents occurred in the work of this class during the first two-year period.

The honor of the low record in assessed and required costs during the first two years under the act is won by this class. The creamery industry, as listed in class 40, shares the record as to the rate actually required to pay awards for accidents, but owing to the smaller cash balance to the credit of the class on October 1st, 1913, a somewhat higher rate was required to be assessed upon that class than upon class 41.

Adjustment of all accounts in this class for year 1913 is made to the basis of 6½ cents for each \$100 of payroll. This purely nominal basis is used in order that all the employers

listed in this class may pay equally in proportion to their pay-rolls, and the accounts for the year be uniformly adjusted.

CLASS 42.

Stevedoring	3%
Longshoring	3%
Wharf operation	2%

Number of separate employers, 87.

In wharf operations, members of crews of boats engaged in loading or unloading are not covered.

Average rate assessed during first two years, assuming a uniform rate of 3%, at which most of the contributions were received, \$1.87 per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, \$1.57 per \$100 of payroll.

Adjustments for calendar years:

1911 (3 months), 3%.

1912, 3% on four-twelfths of payroll.

1913, 3% on twelve-twelfths of payroll.

Six fatal accidents have occurred in the work of this class during the first two years; two workmen leaving dependents entitled to pensions, to secure which reserves were required to be invested in the amount of \$8,000. The other four workmen left no dependents entitled to pension.

Total contributions were received to the amount of \$38,019.28 and \$29,201.37 has been paid to injured workmen.

In accordance with a recent decision by the Federal Court, the line of demarcation between the exclusive jurisdiction of the State and Federal Courts, as to stevedoring, appears to lie between the wharf and the vessel; and if injury is received on the vessel itself, it may be that the State Legislature was without power to prescribe an exclusive remedy where an injured workman had the right of relief in admiralty. There is provision in Section 18 of the act for the mutual signing of such agreements between the employer and his workmen, as, when "filed with and approved by the department, shall subject the acceptors irrevocably to the provision of this act" so far as not forbidden by any act of Congress. (For notes as to ad-

miralty and interstate jurisdiction, see Sec. 18, annotated copy of act.)

CLASS 43

Industries are listed in this class with specified rates as noted:

Stock yards, with or without railroad entry.....	2½%
Packing houses	2½%
Making soap, tallow, lard or grease.....	1½%
Tanneries	2%
Workmen engaged in slaughtering to be included at	2½%

Retail meat markets, including incidental use of power grinding or sausage machines, and packing house agencies, regarded as merchandising in meat, which is not an extra-hazardous industry and therefore not covered.

Average rate assessed during first two years, assuming uniform rate of 2½%, at which nearly all the contributions were received, \$1.09 per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, assuming uniform rate of 2½%, \$1 per \$100 of payroll.

Adjustments for calendar years:

- 1911 (3 months), 2½%.
- 1912, 2½% on three-twelfths of payroll.
- 1913, 2½% on six-twelfths of payroll.

One fatal accident occurred in the work of this class, requiring the investment of a reserve of \$689.94 to secure a pension of \$20 per month, payable to his father until September 15th, 1915, at which date the workman would have become 21 years of age, and at which date the pension will cease unless proof of dependency is made.

CLASS 44.

Artificial ice	2%
Refrigerating or cold storage plants.....	2%

Excludes refrigerators of retail meat markets and packing house agencies.

Includes ice wagon drivers and helpers.

Average rate assessed during first two years, \$1.31 per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, 59 cents per \$100 of payroll.

Adjustment for calendar years:

1911 (3 months), 2%.

1912, 2% on six-twelfths of payroll.

1913, 2% on nine-twelfths of payroll.

CLASS 45.

Theater stage employees, specified rate $1\frac{1}{2}\%$.

Excludes moving picture operators.

Number of separate employers, 24; number of employees, 140.

Average rate assessed during first two years, 65 cents per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, 16 cents per \$100 of payroll.

Total contributions during first two years.....\$757.86

Total claims paid during first two years..... 181.15

Cash balance on hand October 1st, 1913.....\$576.71

Adjustments for calendar years:

1911 (3 months), $1\frac{1}{2}\%$.

1912, $1\frac{1}{2}\%$ on three-twelfths of payroll.

1913, $1\frac{1}{2}\%$ on six-twelfths of payroll.

This class, like class 30, is too small to provide an application of the law of averages, and should a serious accident occur the burden of making good a deficiency would fall heavily upon the small number of contributors. The protection afforded by the principle of mutual insurance is given in only a very slight degree and the class affords an illustration of the danger to an employer of being listed in a small class and of the unwisdom of too finely segregating industries into separate classes. Theater stage employees are chiefly subject to such hazards as attend work of construction, and it is recommended that when opportunity for reclassification occurs, this industry be assigned to class 5 at $1\frac{1}{2}\%$, and that the class be eliminated.

CLASS 46.

This class includes operations of industries with specified rates as follows:

Fireworks manufacturing 5%

Powder works 10%

Includes handling and storing explosives as an industry.

Average rate assessed during first two years, slightly less than 50% of specified rate.

Average rate required to pay awards approved up to October 1st, 1913, slightly more than 40% of specified rates. Payment of the amount due this class fund having been refused by the largest employer in the class, suit has been brought for its collection, and the case is still pending in the courts.

Adjustments for calendar years:

1911 (3 months), specified rate and deficiency assessment in addition equal to 75.97% of specified rate.

1912, specified rate on only two-twelfths of payroll.

1913, specified rate on only four-twelfths of payroll.

Only six separate employers are engaged in the industries listed in this class in Washington; one in the manufacture of fireworks, three in the making of powder and two being engaged in the handling and storing of explosives as an industry and not in manufacture. The payroll of the E. I. DuPont De Nemours Powder Company represents 92.58% of the payroll of the entire class, and though formal demand was made upon them for the amount due upon their payroll, payment was refused, and suit has been brought by the state to compel payment, but no decision has yet been rendered. In November, 1911, an accident occurred in one of the plants listed in this class, in which eight employes, each being under 21 years of age, were killed. To secure the pensions payable to the parents of these minors until they would have become of legal age would have required the investment of reserves amounting to \$7,-659.35, but the largest employer listed in the class and representing a very large proportion of the entire class payroll, having failed to pay the amount due the class fund, the reserve could not be set aside, and though warrants drawn on the class fund are mailed regularly to the pensioners, they are marked "not paid for want of funds in class 46."

In January, 1913, another fatal accident occurred in one of the plants listed in this class and a reserve of \$4,000 should be invested to secure the pension payable in this case.

The rates specified in the act are more than ample in view of the class experience during the two years, and if all employers in the class had paid the assessments made upon them, the reserves could have been set aside and invested, and the assessed rate during the first two years would have been slightly less than \$5 per \$100 of payroll upon powder works and \$2.50 per \$100 of payroll upon manufacture of fireworks.

CLASS 47.

Creosoting works	2½%
Pile treating works.....	2½%

This classification applies to industries where piling, shingles or other articles are subjected to creosoting processes. The manufacture or preparation of creosote, in Washington plants, being usually in connection with manufacture of roof paints and oils, etc., as listed under "building materials not elsewhere specified" as rated in class 31.

Number of employers, 8; number of workmen, 137.

Average rate assessed during first two years, \$1.53 per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, 64 cents per \$100 of payroll.

Total contributions during first two years.....	\$1,520.48
Total claims paid during first two years.....	631.40

Cash balance on hand October 1st, 1913.....	\$889.08
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Adjustments for calendar years:

- 1911 (3 months), 2½%.
- 1912, 2½% on five-twelfths of payroll.
- 1913, 2½% on nine-twelfths of payroll.

So few employers are engaged in this industry and so few workmen are employed that the objections and dangers referred to under classes 30, 25 and 45 apply particularly. In view of the handling of piles, and other manufactures of lumber involved in this industry, it is recommended that when opportunity for reclassification occurs that the work be assigned to class 10, and that this class be eliminated.

CLASS 48.

Elective adoption for non-extra hazardous industries, specified rate 1.35%.

This class was created by resolution of the Commission to provide for workmen in non-extra hazardous industries or occupations who elect to come under the act under the provisions of Section 19.

Number of employers, 64; number of workmen, 960.

Average rate assessed during first two years, 59 cents per \$100 of payroll.

Average rate required to pay awards on claims approved up to October 1st, 1913, 15 cents per \$100 of payroll.

Total contributions during first two years.....\$2,657.54

Total claims paid during first two years..... 686.35

Cash balance October 1st, 1913.....\$1,971.19

Adjustments for calendar years:

1911 (3 months), 1.35%.

1912, 1.35% of three-twelfths of payroll.

1913, 1.35% of six-twelfths of payroll.

Any employer, not under Federal jurisdiction, engaged in non-extra hazardous industries or departments are considered eligible for this class, but where an employer has a number of workmen doing practically the same kind of non-extra hazardous work, applications will not be approved unless a large percentage of such workmen engaged in the plant apply to come under this elective provision of the act.

It is expected that, as the very low required costs in this class come to be appreciated, that many applications will be received and that this will become a large and important class.

F. W. HINSDALE, *Chief Auditor.*

INVESTMENTS OF RESERVE FUNDS TO OCTOBER 1, 1913.

These reserves are held to secure the maintenance of pensions.

<i>Date of Purchase</i>	<i>Bonds</i>	<i>Int.</i>	<i>Term Yrs.</i>		
Feb. 9, 1912, City of North Yakima.....	5	%	20	\$80,000.00	
Less paid				28,000.00	\$32,000.00
Feb. 15, 1912, Town of Elma.....	6	%	10		10,000.00
May 1, 1912, School Dist. No. 16, King Co....	5	%	15		10,000.00
May 15, 1912, Town of White Salmon.....	6	%	20		9,000.00
May 1, 1912, School Dist. No. 40, Spokane Co..	5	%	20		10,000.00
June 1, 1912, School Dist. No. 14, Yakima Co..	5	%	20		11,500.00
June 1, 1912, School Dist. No. 96, Yakima Co..	5	%	20		9,000.00
June 1, 1912, School. Dist. No. 88, Spokane Co..	5	%	20	10,000.00	
Less paid				1,000.00	9,000.00
June 1, 1912, School Dist. No. 49, King Co....	5½	%	5		5,000.00
May 31, 1912, City of Oroville (Water).....	6	%	20		6,500.00
May 31, 1912, City of Oroville.....	6	%	20		2,000.00
June 17, 1912, School Dist. No. 82, Whatcom Co..	5	%	15		15,000.00
June 17, 1912, School Dist. 105, Pierce Co....	5½	%	5	5,000.00	
Less paid				1,000.00	4,000.00
July 1, 1912, School Dist. No. 36, Cowlitz Co..	5	%	20		30,000.00
July 1, 1912, School Dist. No. 2, Pend Oreille Co.	5	%	20		20,000.00
Sep. 1, 1912, School Dist. No. 10, Lewis Co....	5½	%	5		10,000.00
Sep. 1, 1912, School Dist. No. 25, Asotin Co....	5	%	20		16,000.00
Jan. 14, 1913, School Dist. No. 7, Clallam Co....	5	%	20		34,000.00
Mch. 1, 1913, School Dist. No. 1, Seattle.....	4½	%	20		200,000.00
May 1, 1913, City of Wenatchee	5½	%	20		27,000.00
May 1, 1913, City of Wenatchee	5½	%	20		15,500.00
Aug. 11, 1913, Clallam County	5	%	20		50,000.00
Sep. 1, 1913, Clallam County	5	%	20		50,000.00
July 1, 1913, School Dist. No. 17, Okanogan Co.	5	%	20		22,000.00
July 1, 1913, School Dist. No. 17, Okanogan Co.	5	%	20		2,800.00
July 1, 1913, School Dist. No. 1, Whitman Co..	5½	%	20		10,000.00
Sep. 16, 1913, Pt. of Seattle, Lake, Wash.	4½	%	.....	17,000.00	
Sep. 16, 1913, Pt. of Seattle, Cen. Water Front	4½	%	.....	22,000.00	
Sep. 16, 1913, Pt. of Seattle, East Waterway...	4½	%	.....	29,000.00	
Sep. 16, 1913, Pt. of Seattle, Smith's Cove	4½	%	.....	44,000.00	
Total purchase value.....				\$112,000.00	
Purchase price at 98c.....					109,760.00
Sep. 5, 1913, Chehalis Co., School Dist. No. 28.	4½	%	20		90,000.00
Total amount invested in bonds.....					\$820,060.00
Average rate of interest earned, 4.84½%					

Statement of total expenses from June 1st, 1911, to October 1st, 1913, covering a preliminary period of four months before the Workmen's Compensation Act went into effect, and two full years of operation under the law.

Salaries—Commissioners	\$ 24,351.29
Secretary, medical director, auditors, office force and claim adjusters.....	108,879.71
Railway fares	11,618.88
Meals and hotel accommodations.....	11,651.30
Incidentals—Commissioners and auditors.....	293.48
Stationery and office supplies.....	9,087.67
Postage	8,554.36
Telephone and telegraph.....	1,840.28
Printing and general expense, including court costs	8,822.25
Rents	3,266.75
Office furniture and equipment.....	11,341.51
Physicians	10,372.30
	<hr/> \$210,079.78

Total receipts, accident fund, first two years.....	\$2,584,538.80
Cash in accident fund..... 12.43%	\$321,217.30
Reserved to secure pension..... 28.41%	734,206.24
Claims paid	1,529,115.26
	<hr/>
	100.00% \$2,584,538.80
Total expense from June 1st, 1911, to September 30, 1913, which was paid out of the general fund of the state...	\$210,079.78
Ratio of expense to total contribution to accident fund....	8.13%

EMPLOYERS SHOULD:

Report all accidents promptly.

Interest themselves in their employees' cases beyond the filing of reports. By keeping in touch with the workmens' condition and advising the Commission thereof periodically, beneficial results will be obtained.

Report full details of any case of suspected malingering or "faking."

Not expect this Commission to assume facts which are only in possession of the employer.

We are the custodians of your money, assist us in dispensing it fairly and equitably with justice to all.

Safety First: Accident prevention is the best protector of the "Accident Fund." It is more satisfactory to a workman than compensation for an injury.

All large plants should maintain a "Safety Committee" composed jointly of Employer's officials and Employees.

SUGGESTIONS TO EMPLOYERS.

BY THE CHIEF AUDITOR.

The following suggestions to employers are submitted with a view of facilitating the work of this Commission in the obtaining of payrolls:

We advise the adoption of a payroll sheet on which is a summary of each month's operation taken from the time-book.

The segregation of the construction labor on the payroll from the operating or manufacturing labor.

If you have knowledge of any new firms or individuals commencing business, it is your duty to the State as well as to your own advantage, to send the information to this Commission. The greater the number of contributors to a class, the less the cost to individual operators.

A Postal Card addressed to this Commission with the information is very desirable and at the first opportunity one of our auditors will call upon the new firm and their contribution to the Accident Fund will be obtained.

Assessments as needed are computed on quarterly estimates of your payroll. In outlying districts it is more satisfactory to report your payroll every three months, when call can be made on your actual instead of average payroll. Any under or over payment will be adjusted after the close of the current year.

Make all drafts, checks and money orders payable to the **INDUSTRIAL INSURANCE COMMISSION.**

Checks in payment of assessments due the Accident Fund should reach Olympia before the due date—do not wait until the last day before mailing your check. The accident may happen while your remittance is on the way.

In the handling of 9000 accounts with a limited force, mistakes will occur. If there is an error in your assessment notice, do not hesitate to call the attention of the department to it. Inform us immediately on receiving the notice, do not wait until it is due, nor allow yourself to go in default on account of it.

If you do not receive your receipt for money sent in payment of an assessment within ten days, notify the Olympia office, when a duplicate receipt will be sent you.

Address all communications to The Industrial Insurance Commission, Olympia, Washington.



MEDICAL DIVISION

REPORT OF MEDICAL ADVISOR.

(1) *Disability Groups.*

Fractures.—Dislocations.—Amputations.

Infections.

Scalds, Burns.

Cuts.—Sprains.—Puncture Wounds.

Bruises, Contusions, Abrasions.

Multiple injuries.

Eyes.—Ophthalmia Electrica.

Table of all injuries.

Death table and causes.

Table Typical Injuries, Kinds and Awards.

(2) *Problem Cases.*

Head.—Eye.

Spine.—Nerve.

Miscellaneous.

Claims not due to injury.

Injury caused by third party.

Epilepsy.

(3) *Hernia.*

Conclusions on Hernia.

(4) *Fractures of Long Bones.*

Plating.—Wiring.—Simple.

Murphy splints, non-union, delayed union.

Some suggestions.

Conclusion.

In presenting the classes of disabilities that have been disposed of in the last year, we give classification of injury and totals to save the expense of printing the entire disability chart of each class of injury. The only charts presented are the death chart, classification causes of death, chart showing the degrees paid for disability, and chart showing total of all injuries.

FRACTURES: In the first year, our report covered 6,356 completed claims, of which 663 were due to fractures. In the

last year, we completed 12,380 claims, of which 1,383 were for fracture. In this number there were 251 fractured tibiae, 36 femurs, 130 forearms, 45 humeri, 7 fractures involving the elbow joint, 8 fractures involving the shoulder joint, 41 fractures of clavicle and 12 fractures of the inferior maxilla.

In the present year, of the 1,383 cases of fractures, we had 266 disabilities.

In the 6,356 cases, we had 71 dislocations of joints, while in this year in the 12,380 claims, we had 114 cases of dislocations.

AMPUTATIONS: In the 6,356 cases, we had 396 amputations, while in the 12,380 cases for this year, we had 590 amputations. In the first year the 396 amputations cost \$115,157.50, while in the last year, the 580 amputations cost \$189,526.80.

The member that suffered the most is the index finger. We have had 92 amputations of the index finger, 70 amputations of the thumb, 12 amputations of hand, 10 amputations of the thigh, 10 amputations of the leg, 8 amputations of the foot, 6 amputations of the forearm, and 7 amputations of the arm above the elbow. The index finger alone has cost \$15,671.05 from amputations in the last year.

INFECTIONS: There have been 650 cases of infection, of which 454 were in the hand, 87 in the foot, 82 in the leg and knee, and 42 in the wrist and arm. As the result of infection, there have been 23 disabilities occurring in the 650 cases. The average time loss in these 650 cases was 20.2 days and the total cost was \$21,128.75 for the infection cases that resulted during the year.

SCALDS AND BURNS: There were 299 claims, 40 of which involved the hands. There were 7 serious disabilities resulting.

CUTS: In the 6,356 cases reported last year, there were 928 cuts and 30 disabilities. In the 12,380 cases this year, there were 1,860 cases reported and 92 disabilities. The hand suffered most with 927 cases, the foot coming second with 359 cases. The knee comes third with 123 cases.

SPRAINS: There were 899 sprains reported this year, of which 298 involved the ankle, 92 the knee and 85 the wrist.

PUNCTURE WOUNDS: There were 415 puncture wound claims filed, of which 186 involved the foot, 129 the hand.

BRUISES, CONTUSIONS, ABRASIONS: Under bruises, contusions, abrasions, etc., there were 4,626 cases reported. As usual the hand comes in for the larger per cent. of them, with the foot second and the leg and knee following. Of these 4,626 claims, there were 70 minor disabilities resulting from infection and other causes that came up as a result of bruising, lacerations and neglect on the part of claimant.

MULTIPLE INJURIES: Under the head of multiple injuries, the cases that have more than one member injured are included. There were 1,027 claims that had multiple injuries. In this class, the ankle and foot come first. There were 70 disabilities resulting from the 1,027 cases.

EYES: The first year in 6,356 cases, we had 181 eyes injured with 55 disabilities. In the 12,380 cases this year, we had 367 injuries to eyes with 109 disabilities, so the proportion of disability still remains about one to three.

In the first year we had injury to hearing or ears, 7 cases reported, and the present year shows just 7 cases reported.

OPHTHALMIA ELECTRICA: We simply call attention to this subject again because in the first year of the administration of this law, we had a number of claims filed for injuries to eyes, caused by electric flashes or switches, controllers, etc. We called attention to this on page 222 of our first report. In the year just passed, we have not had one single claim filed claiming injury to eyes from this cause. If the claims filed the first year had any merit in them, we certainly would have had more of the same kind of accidents in this, the second year.

TOTAL OF ALL INJURIES.

From October 1st, 1912, to September 30th, 1913, the Commission have disposed of by settlement, 12,380 claims. The du-

ration of disability in working days was 340,759½ days, making an average of 27.5 time loss per claim.

The cost in time loss was \$465,090.75 or \$37.57 per claim. In the 12,380 claims, there were 1,437 permanent partial disabilities. Permanent partial disability allowance was \$412,909.00, making a total expense for the 12,380 claims settled during the year of \$877,999.75. This does not include the death loss or pensions for permanent total disabilities.

In the 6,456 cases of the first year's work, there was a time loss of 170,024 days, average duration of 25.2. The amount of time award was \$215,936.50, making an average of \$33.97 per claim. There were 685 disabilities costing \$184,337.50, making a total of \$400,274.00. Taking into consideration the number of claims disposed of the first and second years, we find that the general average of cost per claim is practically the same in both years.

By looking at the Table "Total of all Injuries" in this section, you will see the entire cost of time loss and permanent partial disabilities of the year's work. We would like to call your attention especially to the cost of injuries to hands. In the 6,356 claims reported the first year, there were 2,099 cases of injury to hands, with a total cost of \$136,137.50, while in the present year in the 12,380 cases, there were 3,825 cases of injury to hands with 820 permanent partial disabilities, making a total cost of \$323,643.36.

Claims for injured feet number 1,729, with 74 permanent partial disabilities and a total cost of \$68,333.15. The claims for injury to thigh, knee and leg number 1,977, with 171 permanent partial disabilities and a total cost of \$184,542.70. For injury to arms, there were 970 claims filed with 104 permanent partial disabilities, at a cost of \$94,949.14.

TOTAL—ALL INJURIES—YEAR 1912-13.

MEMBER	Number of Injuries	Duration of Disabilities (Work days)	Amount of Time Awards	Number of Degree Awards	Amount of Degree Awards	Total Awards
Foot	1,188	24,829	\$33,162 75	34	\$15,352 50	\$48,515 25
First toe	890	6,609	9,084 75	11	1,125 00	10,209 75
One other toe	82	1,189	1,512 90	7	362 50	1,875 40
Two toes	89	1,597	2,002 70	11	960 00	2,962 70
Three toes	28	383	1,213 50	5	900 00	2,113 50
Four toes	7	455	685 15	4	1,050 00	1,715 15
Five toes	11	299	363 90	2	587 50	951 40
Leg	763	42,224	50,721 85	88	36,112 50	92,834 35
Thigh	198	11,078	14,489 45	45	27,700 00	42,169 45
Ankle	490	12,649	16,976 65	14	2,925 00	19,901 65
Knee	453	12,650	17,264 40	20	8,800 00	26,064 40
Hip	64	1,702	2,647 85	4	925 00	3,572 85
Hand	871	17,492	24,068 71	55	22,950 00	47,068 71
Thumb	580	10,550	14,014 43	101	13,125 00	27,139 43
First finger	568	11,521	15,850 20	142	15,437 50	30,787 70
Second finger	534	11,065	15,068 24	123	7,900 00	22,968 24
Third finger	343	6,779	9,210 98	77	4,490 00	13,700 98
Fourth finger	312	6,483	8,915 96	103	5,262 50	14,178 45
First and second fingers	154	3,903	5,342 45	54	11,137 50	16,479 95
Second and third fingers	187	3,883	5,137 80	44	5,837 50	10,975 30
Second and fourth fingers	82	1,885	2,879 45	29	3,976 00	6,554 45
Third and fourth fingers	124	3,569	4,969 50	51	9,650 00	14,609 50
Four fingers	47	1,823	2,448 50	19	8,300 00	10,748 50
Thumb and one finger	45	1,486	2,142 20	21	6,000 00	8,142 20
Thumb and two fingers	24	1,016	1,470 40	13	5,012 50	6,482 90
Thumb and three fingers	2	67	99 20	3	862 50	961 70
Thumb and four fingers	2	258	390 30	2	1,825 00	1,915 30
Wrist	246	4,633	6,168 20	12	3,012 50	9,180 70
Forearm	316	13,507	18,261 43	43	23,325 00	41,586 43
Elbow	68	1,687	2,301 01	11	3,600 00	5,901 01
Arm	144	6,707	9,341 40	25	18,675 00	28,016 40
Shoulder	196	4,672	6,564 60	13	3,700 00	10,264 60
Clavicle	49	2,779	3,616 85	6	2,325 00	5,941 85
Neck	14	206	324 10	.....	.....	324 10
Spine	8	1,042	1,272 15	5	5,300 00	6,572 15
Back	396	7,124	10,448 60	1	50 00	10,498 60
Chest	75	1,586	2,058 50	1	300 00	2,358 50
Side	164	3,206	4,625 25	1	1,500 00	6,125 25
One rib	149	3,557	5,189 50	.....	.....	5,189 50
Two ribs	112	2,942	4,207 40	.....	.....	4,207 40
Three ribs	81	964	1,376 30	.....	.....	1,376 30
Four ribs	1	47	94 90	.....	.....	94 90
Buttock	20	401	563 35	.....	.....	563 35
Pelvis	8	821	642 85	2	2,000 00	2,642 85
Abdomen	24	743	1,007 45	1	750 00	1,757 45
Groin	18	412	508 15	.....	.....	508 15
Testicles	35	856	1,196 15	.....	.....	1,196 15
Head	69	1,796	2,444 20	1	250 00	2,694 20
Skull	33	3,027	8,887 55	10	4,966 50	8,854 05
Scalp	133	1,899	1,906 00	.....	.....	1,906 00
Face	95	963	1,292 13	.....	.....	1,292 13
Nose	24	443	576 55	.....	.....	576 55
Forehead	72	729	981 40	.....	.....	981 40
Jaw	25	676	1,023 40	.....	.....	1,023 40
Brain	8	121	176 90	1	200 00	376 90
Eye	367	7,647	11,475 40	109	73,325 00	84,800 40
Ear	7	263	452 15	8	3,025 00	3,477 15
Other members	53	1,096	2,396 43	4	1,625 00	4,020 43
Inguinal hernias—						
1. Single	68	1,570	2,243 86	60	21,675 00	23,918 86
2. Double	3	78	105 00	3	1,200 00	1,305 00
Femoral hernia	3	78	105 00	3	1,125 00	1,230 00
Umbilical hernia	1	.....	.....	1	375 00	375 00
Recurrent hernia	3	91	175 65	.....	.....	175 65
Multiple members	1,800	64,696	88,918 78	42	22,350 00	111,268 78
Totals	12,380	340,759	\$465,090 75	1,437	\$412,909 00	\$877,999 75

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SOME TYPICAL INJURIES AND THEIR AWARDS.

MEMBER—INJURY	Number of Injuries	Duration of Disabilities (Work days)	Average Duration of Disabilities	Amount of Time Awards	Average Time Award	Number of Permanent Partial Disability Awards	Amount of Permanent Partial Disability Awards	Total Awards
Foot bruised	488	8,176	16.8	\$10,981 50	\$22 46	2	\$750 00	\$11,731 50
Leg bruised	316	6,644	21.0	9,097 70	28 79	1	100 00	9,197 70
Thumb bruised	185	2,945	15.9	4,088 35	21 83	5	500 00	4,588 35
Back bruised	151	2,982	19.8	4,275 80	28 32	18	3,662 50	10,721 30
Hand cut	297	5,005	19.5	7,058 70	27 47	2	1,700 00	5,997 30
Knee cut	123	2,952	23.6	3,897 30	31 69	2	1,700 00	2,550 40
Foot punctured	174	1,832	10.8	2,550 40	14 66	2	550 00	8,392 30
Ankle sprained	298	5,875	19.7	7,842 30	26 32	1	50 00	5,246 05
Back sprained	200	3,456	17.3	5,196 05	25 98	70	23,762 50	64,412 70
Leg fractured	251	30,574	121.8	40,650 20	161 96	12	1,237 50	2,901 90
First finger fractured	40	1,155	28.8	1,564 40	39 11	29	11,250 00	24,315 05
Forearm fractured	130	9,897	74.6	18,065 05	100 50	8	2,525 00	5,094 95
One rib fractured	146	3,324	24.1	5,004 95	34 89	74	10,592 50	4,545 10
Shoulder dislocated	49	1,543	31.5	2,020 10	41 23	104	11,912 50	13,748 33
Thumb amputated	70	2,404	34.3	3,185 83	45 51			15,688 06
First finger amputated	92	2,764	30.0	3,785 55	41 14			

KINDS OF INJURIES AND THEIR AWARDS.

KINDS OF INJURIES	Number of Injuries	Duration of Disabilities (Work days)	Average Duration of Disabilities	Amount of Time Awards	Average Time Award	Number of Permanent Partial Disabilities	Amount of Permanent Partial Disability Awards	Total Awards
Bruiises	4,626	83,533½	18.1	\$114,004.82	\$24.64	70	\$9,087.50	\$139.82
Cuts	1,960	34,334	18.5	46,434.48	24.96	92	13,237.50	154.76
Punctures	415	5,291½	12.8	7,201.70	17.35	2	425.00	212.50
Sprains	869	18,555½	20.6	25,717.01	28.61	10	2,925.00	292.50
Fractures	1,383	90,547½	65.5	121,780.70	88.09	266	84,594.00	318.02
Dislocations	114	4,544	39.9	6,301.45	55.28	29	8,457.50	292.67
Amputations	580	24,848	42.8	34,296.80	59.12	602	155,240.00	224.50
Scalds and burns	299	6,921	23.1	9,378.75	31.37	7	8,312.50	473.21
Infections	650	13,121½	20.2	17,928.75	27.58	23	2,200.00	96.65
Unclassified	827	13,133	24.9	19,273.79	36.46	205	108,800.00	523.16
Multiple injuries	1,027	45,820	44.6	62,772.80	61.12	70	24,600.00	351.43
Total—All injuries	12,380	340,759½	27.5	\$465,040.75	\$37.57	1,437	\$412,900.00	\$877,999.75

The following table shows the number of fatal accidents reported during the fiscal year ending September 30, 1913, with the immediate cause of death:

Asphyxiation	3
Body mangled	9
Burns	6
Disease—	
Caisson disease	1
Cerebral hemorrhage	4
Diabetes	1
Heart	1
Natural causes (direct cause unknown) ..	1
Nephritis	1
Pneumonia (not traumatic)	2
Rheumatism	1
Septic meningitis (brain abscess)	2
Drowning	39
Electrocution	11
Freezing	1
Infection	6
Internal injuries	113
Paralysis	1
Sarcoma	1
Shock	32
Skull injuries	103
Spine fractures	20
Suffocation	12
Total	371

HEAD INJURIES: By referring back to death chart for immediate cause of death, you will see that there were 103 deaths as a result of injury to skull and 113 deaths as a result of internal injuries.

For the number of fractured skulls and head injuries, we refer you to statistics on death (death table in following chapter), as the greater portion of injuries of this kind have resulted in the death of the patient, either immediately or within a few days.

Workman 46 years old; occupation, rigging slinger; struck across the head with piece of a limb. There was no evidence of fracture; had received an injury to head three years before and claimed that he had entirely recovered from same. Following the second injury, he complained of pain in the head with numbness in the arms and hands and slight difficulty in talking. This condition, after seven or eight months, increased, and he be-

came very erratic, easily aroused to anger, and had "spells" during which his family could scarcely do anything with him. Later, all his deep reflexes became exaggerated. After a thorough examination by a neurologist and surgeon, the Commission advised that the skull be trephined; found the meninges quite adherent to the skull at the site of injury. His condition improved following operation and his mind became clear. Some six months later he was thought by his physician to be suffering from gall stones, operated, found normal gall bladder, but did find strong adhesive bands between the under surface of the liver and colon, that must have been due to some internal trauma. These were separated and omentum interposed to prevent re-adhesion. Following this, he had an attack of pneumonia. At the present time this man's condition is fair, mind clear, and able to do some work.

Workman struck on head by a limb; four-inch scalp wound with depressed fracture of skull over left parietal; unconscious for a few days. Seemed to recover and left hospital. He was lost sight of by the Commission; mail all returned. After some months he was found in a half-dazed condition with a marked depression in skull at site of injury. Was examined by neurologist, operation advised, trephined, elevating the depression, and he made a rapid recovery. Left hospital practically normal. Present condition or whereabouts not known.

Workman 25 years old; wheeling concrete while working on a roof; fell through skylight, injury to head, followed by unconsciousness. This man was found upon examination to have mytral heart lesion; also a depressed fracture of skull. A decompression operation was followed by a disappearance of all his brain symptoms. Claimant has been lost sight of.

INJURY TO EYES: There are a great many claims filed claiming injury to eyes from accidents, that are due to diseased conditions of eye or general disease of claimant, and never had any connection whatever with an accident. As an illustration of this the following one is a good example:

Young man 18 years old presented claim for injury to eye; claimed that sawdust blown in the eye was the cause of the trouble he was then suffering from. The case was reported as an irido-cyclitis. We had this man examined by several special examiners immediately on receipt of claim, which reports show that he had typical case of interstitial keratitis, and that the second eye had become involved with strong probability of both eyes being practically destroyed from the interstitial keratitis, as the vision was so reduced that he could only see shadows of an object. We were unable to get any specific history, but he gave a strongly positive Wassermann. As there was really no accident in this case, the diseased condition of the eyes could not be produced by the cause assigned here. The claim was rejected.

We have had a number of cases in the last year of which the above is a fair sample.

In another class of eye cases, the following is a sample:

Workman 55 years old; blind in the left eye for five years; was working in a basement in poor light, fell over a rock; claimed that a few hours after this he noticed sight of right eye failing, in which he later became practically blind, and the present indications are that he will be entirely blind in this eye. Examination showed that the blindness in the left eye had been produced by detachment of the retina, and there is now detachment of the retina in the right eye, very probably caused by the fall, which would not have happened, however, if not for the diseased condition of the eye. This man in a few months will be entirely blind, one eye not the result of accident, and the other eye of a diseased condition of eye, connected with a trivial accident. Of this particular type of eye conditions we have had several.

Workman 59 years old, struck in the right eye with piece of stone, cutting the cornea. This happened in December; wound in the cornea did not heal; tension in eyeball became increased. The eye became glaucomatous and eye was enucleated. In the

meantime, vision in left eye was reduced to one-tenth vision. Is lowered vision of left eye due to the accident?

SPINAL INJURIES: By referring to death chart, it will be shown that the immediate cause of death in twenty cases was fracture of the spine.

The larger percent of spinal injuries finally result in death from trophic disturbances, or infection from cystitis or other intercurrent disease. While we have a few that are still disabled, some of them being put on pension list, others have been able to take up some kind of work.

One case of fracture of tenth and eleventh dorsal vertebrae; complete paralysis in both legs; incontinence of urine and loss of control of bowels; was injured the 9th day of February, 1912; lamnectomy was performed, but he died the 19th day of March, 1913.

Another case: Fracture tenth and eleventh dorsal vertebrae; was injured February 29th, 1912. This man, like the one just preceding, was operated. He is still living, but not able to do any work.

Workman 26 years old; fracture of twelfth dorsal and first lumbar vertebrae. Accident happened June 11th, 1912. After about a year's slow recovery, the spine became ankylosed and his condition began to improve. Claimant was finally settled with as permanent partial disability.

There have been about ten cases of fracture of spine which have recovered to such an extent that they are able to follow some gainful occupation.

INJURY TO NERVES FROM FRACTURES: A very common cause of disability to the arm is injury to the musculo-spiral nerve. Where we have fracture of the humerus, we have had a number of cases of nerve injury to deal with. Some have recovered after protracted period of disability, while others seem to have permanent disability, either from destruction of the nerve, or the nerve function being cut off by the nerve being sur-

rounded by callous. Also injury to the brachial plexus in cases of dislocation of the shoulder has caused a great deal of trouble and time loss.

MISCELLANEOUS.

To illustrate some peculiar claims:

Workman received a slight injury to outer side of knee. Instead of improving, gradually grew worse. Developed tubercular condition of knee; resulted in amputation at lower third of thigh.

Workman claimed to have received an accident, or he termed it accident; said that he was using shovel and struck the handle of same against his side. On first examination by physician, it was found that he was suffering from pleurisy with effusion. Later this man developed ascites with considerable enlargement of the spleen. This claim was rejected as there was no history connecting same with accident.

Workman was working as general carpenter; received slight injury; taken to hospital; developed pneumonia and died. Claim was suspended as "No claim" was filed.

Workman has slight injury to heel from piece of glass falling into shoe; was reported by his physician as being unable to work. After a lengthy correspondence, he was sent to another physician for a special examination and found that the man was suffering from sarcoma of the inferior maxillary, which was the cause of his disability, and the cut on the heel was well. I recite this to show the watchful care necessary in all claims.

The following case is recited to show how cases can become complicated, both in results and with regard to settlement:

Workman received compound fracture of ankle; was treated for some time, and it became necessary to amputate the leg. At that time the Commission was paying a permanent partial disability, as soon as it was determined, paying time loss later; so this man was paid \$1,000.00 for the loss of his leg, but about that time, he developed an embolic thrombus in brain, resulting in hemiplegia, followed later by death, upon which his

large family came in for pension. They had already received \$1,000.00 and practically spent it, so following this, the Commission ruled that they would not pay a permanent partial disability until the patient had recovered.

We have a great many bad results, even partial permanent disabilities and some deaths, as a result of neglect by the claimant not giving proper care to some trivial injury that he received during the course of employment.

Workman had small ax cut on knee; gave it no attention for a few days, developed a septic condition and died.

We have had several cases of this kind where death resulted from infection.

Workman 57 years old, fractured leg. Injury occurred on 9th of December, 1912; fracture ununited. This man had been under treatment for diabetes for some two years previous. On April 17th died from diabetic coma. The death claim was rejected, death not a result of the injury. There have been several of this class of cases.

Workman 78 years old, working as a laborer. Had a hernia for years, wearing truss. Hernia come down while at work and became strangulated. He was taken to hospital, operated and died two days later following operation. As there was no accident in connection with this claim, it was disallowed.

Workman engaged in snowballing during noon hour; one was struck by snowball, breaking his arm. Claim was rejected as not being in course of employment.

Workman engaged in blasting. In trying to get out of the way of blast, fell over log, bruising right leg. Instead of subsiding gradually, became more painful, rapidly enlarged, developed sarcoma.

Another case where a man had an injury to his arm, fracturing humerus; did not unite. Lane's plate was applied, following which there was a rapid increase of spongy callous thrown out around humerus; developed myxo-sarcoma. Arm was amputated at shoulder.

Workman 22 years old; had fractured femur; weight taken off by nurse; result, shortening.

Young man got right arm caught between drum and cable, tearing off the triceps and biceps muscles so that the middle third of arm was very small, nothing left but bone and skin over same. Arm practically useless.

Workman, 22, had fractured leg in a serious accident; also traumatic hernia at the time. Leg was amputated above the knee in this case. We paid him time loss and the maximum permanent partial disability under the law; the hernia claim could not be paid.

Workman, 24, was struck across the right side in region of the tenth rib by falling snag. Accident happened October 15th, 1912. He was put in bed, remaining there for three or four weeks, then released from hospital; went to another hospital. On February 20th, 1913, was operated for abscess; April 17th, 1913, appendectomy; June 7th, for perinephritic abscess; July 11th, operated for empyema right chest. July 22nd, died.

Workman in mine. His partner had gone out to get some timbers. On his return five minutes later he told his partner that he had had an accident by a piece of timber falling upon him. There was no timber out. His partner asked which one, and he said he had replaced it (a timber that would take two men to put up). Worked the rest of the day; went to a physician that evening. There was no visible marks or evidence of injury. Did not work any more for something near a month. Became insane; remained in the asylum several months; was released. Claim was filed with Commission. After a very thorough investigation of the case, it was rejected, on which an appeal was taken and carried through the court. All the evidence went to show that this man undoubtedly was suffering from an hallucination at the time he claimed he had an accident. Court sustained Commission in rejection.

Workman in construction work received a bruising injury or contusion of left leg by a fellow workman dropping rock on him. He was laid up eight or nine days. During the time

that he was laid up, he fell down stairs and fractured the patella. As the fractured patella was received while he was off duty, claim for fracture was disallowed.

Workman, 72 years old, working as carpenter, received a slight injury to hand, but had been suffering from chronic cystitis and pyelonephritis; died as result of same. Claimant was given time allowance on injury to hand, but death claim was rejected as cause of death was not due to accident.

Teamster kicked by a horse, injuring left hand, some two years ago. Upon following his usual occupation, finger became swollen. It was amputated as a result of the old fracture. Claim rejected.

The following are a number of peculiar claims filed, most of which were rejected:

Man sitting in a chair fell out and fractured clavicle. Claim rejected.

Claim for chronic trachoma. Cause assigned, getting dirt in the eye. Rejected.

Claim for pannus. Cause assigned, dirt in the eye. Rejected.

Claim for cataract, man 69 years old, night watch; claim set up by doctor that it was due to heat of furnace, as he had to keep up fire at night. Operated; bad result. Rejected.

Claim for blind eye due to getting dirt in eye, which upon immediate examination found there was an old cataract with anterior synechia, anterior chamber clear; eye not inflamed; lens completely involved by old cataract. Of course, this condition was not produced seven days before examination. Claim was rejected.

Rattlesnake bite claim was allowed because the workman was working at construction work, where rattlesnakes were one of the hazards of the occupation.

Claim filed for psoas abscess, undoubtedly of tubercular origin. No accident in connection with claim. Rejected.

Claim for broken leg reported to have occurred at the plant. Employer also reported answering the question, "Where it happened?" by "At the plant." After paying this man for two months, we were having claim checked up and found that he had quit work, gone fifteen blocks toward home, entered a saloon to get a drink; on coming out, slipped off the icy steps, falling and breaking his leg. This claimant and employer should both have been prosecuted for obtaining money under false pretenses.

Claim was filed for breaking leg where a man was allowed by the company to sleep in the elevator. Just in front of elevator, trap cut in floor for scales; no railing around same. Man going to bed at night fell through the hole and broke his leg. Rejected.

Workman while at work shot in the eye by a boy who was using an air gun. Resulted in the loss of the man's vision. This claim, however, was paid, as it was in the course of his employment.

Workmen while working in mill. Another man with whom he had quarreled walked into the mill, drew a gun and shot him. The shot resulted in his death. The case was taken into court to have the matter determined as to whether his death should be compensated for or not. The court held that the cause of this man's death had no connection with his employment and did not come within the scope of the Compensation Act. So in view of this decision, the preceding claim should not have been allowed.

A laborer who was working on road construction had trouble with the boss and the boss ordered him to get off the work. He did not move fast enough so the boss attacked him and injured him considerably in the fight. Man made claim under the Industrial Act that he was injured while at his regular work.

Claim filed for broken arm; claimant picking fruit during noon hour fell out of tree. Claim was rejected as not due to occupation.

Our investigation of some cases show up some peculiar situations. One case where claim was filed for hernia, claiming that he received same while working in regular employment. Upon investigation of same, a well-worn truss was found in the man's suit case. We rejected this claim; no appeal.

Night-watchman filed a claim for gun shot, claiming he was accidentally shot while in the course of employment. Investigation showed that he had gone to a saloon to get a drink and while in the saloon was accidentally shot by a friend. Claim rejected.

In this case of the night-watchman, the employer reported in that this man was accidentally shot while in his regular employment and the funeral expenses of \$75.00 was allowed on the strength of that statement before a complete investigation of the claim had been made. For some reason or other, the employers often embarrass the Commission very seriously by their statements. One would naturally think that we could rely on their statements, especially where a matter affects them in the way this compensation act does.

A number of claims have been filed for orchitis and epedidymitis due to "strain."

Claimant whose occupation was looking after the employment of men, while on his way to take train at 2 A. M. was struck on the knee with stone thrown by some unknown party. No witnesses; claim rejected.

With regard to operation for hernia, the Commission has decided that they will not recognize the so-called "Injection" treatment for relief of hernia, and will not pay time loss while the man is taking same. One claimant who has hernia has been taking "injection" treatment for same at the hands of his physician for something over a year; is still being treated and continues to have hernia.

These are a few of the many claims that have come before the Commission for their disposal.

We have had a number of claims filed where the accident was caused by the third party. A typical case of this kind is the following:

Workman loading lumber on a flat car working in a position near the end of the car and some ten feet above the ground. Switch engine bumped into car, knocked him off, injured shoulder, complete paralysis of arm followed; is now slowly recovering from the paralysis after some seven months. He declined to accept compensation from the State and brought suit against the railroad company. We have had a number of similar accidents; most of them preferred not to take compensation offered by the State.

EPILEPSY: I wish to call the employer's attention to epilepsy. We have had seven deaths since the law went into effect from accident to epileptics. It appears to me that some one around the work should discover the man is an epileptic, and if so, he should never be put in a position where it would be possible for his death to result from him having a fit while in that particular work. We have had two cases where the man was drowned, drowning due to his falling off a boom in epileptic fit. Five epileptics have died as a result of a fall from working on trestle or elevated place. Men that are known to be epileptics should certainly not be put in positions of this kind.

HERNIA.

The subject of oblique inguinal hernia is just as perplexing and unsettled as it was at the time of our report a year ago, not only in the State of Washington, but in all the other states that have compensation acts similar to ours, with the exception of Ohio. The Ohio Commission has formulated a plan for handling hernia cases coming under their act that is definite. Cases coming under the Ohio act, however, are not subject to review in court so the decision of the Commission is final and not appealable; they can settle hernia on its merits from a medical standpoint, and are not confronted with the legal side of hernia.

We have been thinking seriously of trying to get the different states to adopt some definite ruling so that hernia can be properly classed where it belongs when associated with an accident.

In the 111 cases of hernia that have occurred since this law went into effect, there is only one case that is a real traumatic hernia; the other cases have all passed through the inguinal canal, a large per cent of which have been operated, four of which have recurred. One death where the man was operated for strangulated hernia, death was due to strangulation, not result of operation.

At first thought, one would think that this is a subject easily handled, but it has many phases, for instance:

First: Man has dilated canal, no hernia appearing, but during his work he has a hernia descend through the canal. While the intent of the law is to pay for accident only, this man always claims an accident in connection with same and he will make affidavit, and as a rule, the employer will fill a blank corroborating his statement.

Second: Man may have an oblique hernia on one side today, he is examined and we find a dilated canal on the other side but

no hernia engaged in the canal. He asserts he has never had a hernia on this side, but in the course of a few months, claims that he was doing heavy lifting of some kind, or a slight accident and crowds down a hernia through the dilated canal, puts in claim for hernia and makes affidavit to same.

Third: Man has been operated for hernia in the past, probably several years old; has a slight accident and a hernia reappeared, makes claim for same; sets up the contention that he would not have had the recurring hernia if he had not been put in some particularly violent strain at the time, and then the question comes up whether to pay him for disability or time loss only.

Fourth: Man has an inguinal hernia; wearing a truss, following his usual occupation; claims that he was accidentally put in some position that forced this hernia down and he was unable to replace it. Operated to save his life.

Fifth: Man operated for appendicitis; abdomen does not unite well leaving a weak abdominal wall. In the course of a year or two, wall has given away sufficiently that he has a hernial protrusion through the weakened abdominal scar; claims hernia on account of heavy work and sets up the contention that this was suddenly produced by some particularly hard lift, falling down, or being knocked down, claiming same the immediate cause of the abdominal wall giving way.

Sixth: Man has an inguinal hernia appear while following his usual daily occupation, not connected with any accident whatever. A typical case occurred in a fireman whose duty it was to shovel coal into a furnace of a steam shovel. He claimed that while shoveling coal a hernia appeared. The contention set up by the Commission is that a hernia of this type is not associated with any accident, and that the appearance of the hernia itself is not an accident under the law.

The Commission has rejected a number of hernias along this particular line, hoping that we would get an appeal so that we might get the subject of hernia properly before the

court. Up to the present time, however, we have had no appeal in the court.*

Originally the Commission tentatively decided to pay fifteen degrees plus one month's time loss so that the man might be operated and have sufficient time to be able to return to his work. However, within the last year, they have reconsidered this and changed the ruling on hernia to seven degrees plus 42 days time loss, paying this to a man who clearly establishes that he did not have the hernia before; that this hernia completed its descent in connection with some accident that happened him during the course of his employment, paying this amount to the man whether he is operated or not.

On going over hernia in all of its phases and considering the small number of traumatic hernias that have occurred, I have come to the conclusion that a hernia that completes its descent during the time that a laboring man is following his usual occupation, and connected with some accident, should be treated similarly to other accidents which come under this law, for instance:

1. A man while at work has some accident that results in a fractured bone. If this man happens to be under a hospital contract, he is treated by the physician in charge at the hospital and the law allows him time loss during his disability on being able to return to work. If he has a perfect limb and no permanent partial disability or handicap, his claim is settled on time loss only and no permanent partial disability paid. The man who has a hernia descend through the inguinal canal that is connected with some accident, may also be under hospital contract which bears his hospital and surgeon's expense. He enters the hospital, is operated, and if he secures a good result from the operation, after a few months' time his condition is just as good or better than it was, at least, with a patulous inguinal canal. Now, why should we pay this man any dis-

*Since writing this, one of these cases has been tried out in the Superior Court of Chehalis County in which a decision was rendered in favor of the Commission upholding their ruling on same.

ability unless it is shown by examination that the abdominal wall is not well united?

2. The man who has a fractured bone and is not under a hospital contract, the law requires him to pay his own hospital and surgeon's charges out of his own pocket as there is no first aid in the law; and when he is able to return to work, if he has no permanent partial disability, he is paid nothing but time loss. If he has a disability, it is estimated and paid in proportion as the law indicates. The man with hernia who is in the same circumstances, that is, has no hospital contract, why should we pay his hospital bills and surgeon's charges any more than the other man's? However, upon examination, if we find that he has a disability from non-union or some failure of the abdominal wall to unite properly, his disability should be estimated as a permanent partial disability and settled for. If he has no disability, he should not be paid any permanent partial.

3. The man who has had a fractured leg, returns to work, has an accident and re-fractures the same leg; he again comes under the Act the same as before and would be treated the same as an original fracture; and if he has a permanent partial disability following this fracture, it is compensated for. The man who has a recurring hernia, in my opinion should be treated the same way unless he has been paid a permanent partial disability for the first hernia.

4. Then we have left the hernia case that may have a chronic nephritis or some contra indication for taking an anesthetic. In this case, he should be examined by at least one competent anesthetist to determine whether he can with reasonable safety take an anesthetic. If so, he should submit to operation. If it is determined that it is not safe, and he refuses to be operated under local or spinal anesthesia, then his disability should be estimated as a permanent partial and settled in that individual case. In the 111 cases of original hernias that have been operated under the Act, there has not been a single death. The one death was the result of an old, strangulated hernia, not due to operation and did not come under this Act.

The man who can safely take an anesthetic and refuses to be operated, should be treated in the same way as the man who has a broken leg and refuses to have the same surgically attended.

Handling hernia cases in this way would place them in the same position in the law as disability from any other accident and would not set them out specifically as they are at present, which I have always felt was a discrimination in favor of those suffering accident resulting in hernia.

FRACTURES OF LONG BONES.

For the benefit of the medical profession of the State, we herewith give our statistics on fractures of long bones.

FEMUR: We have fracture involving femur, 67 cases. Of these, there were 53 treated with neither wire nor plate, 14 that were plated or wired, in which the time loss averaged 209½ days, while the time loss in the 53 cases averaged 158½ days. Of the 14 cases, there were 13 plated in which 4 plates were removed, 8 not removed, 1 not determined. Time loss in the 4 cases where the plate was removed, averaged 257 days and in the 8 cases where the plate did not have to be removed, the average was 198 days. One case wired, wire removed, time loss 156 days.

TIBIA: Number of tibia treated 303 cases, in which there were 254 treated without plate or wire, 79 plated or wired. The average time loss in the 49 cases averaged 211½ days. The time loss in the 254 cases averaged 128 days. Of those plated and wired, there were 32 plated and 10 wired. Of the 32 plated, there were 21 plates removed, 6 not removed, 5 undetermined. The average time loss where the plate was removed 221½ days. Average time loss where the plate was not removed, 157 days. Of the 10 cases wired, there were 3 removed, 7 not removed. Average time loss where the wire was removed, 303 days. Average time loss where the wire was not removed, 155 days. The number plated and wired, 7. There were 3 where both plate and wire were removed. Time loss 253 days.

Of the 4 where neither plate nor wire was removed, the average time loss was 247 days.

HUMERUS: There were 74 fractures reported under this head of which 62 were treated with neither wire nor plate and 12 either plated or wired. The average time loss on the plated or wired 179 days, and average time loss on the 62 cases, 96 days. Of the 12 there were 8 plated, 5 plates removed, 2 plates not removed, 1 not determined. There were 3 cases wired; 2 wired not removed, average time loss 202 days. One disposition not known; average time loss 130 days. One plated and wired, not removed, average time loss 312 days.

RADIUS: Total number of fractures 219. Of these there were treated by neither plate nor wire 203 cases; 16 either plated or wired with an average time loss of 195½ days. Average time loss for those not plated 66 days. There were 14 plated, 10 removed and an average time loss of 207 days. There were 4 not removed with a time loss of 146 days. One wired, not removed, average time loss 196 days. One case was plated and wired in which both were removed. Average time loss was 286 days.

ULNA: There were 113 cases reported of which there were 102 treated by neither plate nor wire, 11 plated or wired, in which the average time loss was 201 days. The average time loss on the 102 cases that were treated without plate or wire, 70 days. There were 8 cases plated of which 6 were removed with an average time loss of 119 days, 2 not removed with average time loss of 185 days. One of these was not united after 7 months and claimant refused to have the plate taken off or anything more done for the arm. Number of cases wired 2, of which 1 was removed and one not removed; 1 case plated and wired, both removed; average time loss 193 days.

The total of all long bone fractures reported 776. Of this number there were 674 treated by splints, neither plated nor wired. 102 were plated or wired or both. Average time loss on the 102 cases, 100½ days. Of the 102 cases there were

75 plated, of which 55 were removed, 20 not removed. The average time loss on those removed 211½ days, on the 20 cases not removed, 178 days. There was 17 cases wired of which 5 the wire was removed; 12 not removed. The average time loss where wire was removed 246 days; where it was not removed, 180 days. There were 10 cases where both plate and wire were used; 5 cases in which both were removed. The average time loss was 246 days. In the 5 cases where neither one was removed, the average time loss was 260 days.

There has been made use of Murphy's bone splint seven times, one case operated by Murphy himself. These were all cases of delayed union but the final results have been good. There have been a number of cases of delayed union, cause not determined.

In the last year there have been two cases of non-union; one case after about a year's duration, the limb was amputated. The other one was case of non-union in the radius.

We have had two cases where some two inches of bone was carried away by accident including the periosteum and this has never filled in; bone involved is the ulna. Would be a good case for some ambitious surgeon to try Muller's or Ollier's operation.

CONCLUSION.

We here include our statistics on wiring and plating of long bones, also some other opinions that have been forced upon us by observation of results. The surgeon who plates or wires too early, especially in the compound fractures, is sure to have infection follow. Then from observation, it is my opinion that the conical screw should not be used for the reason, that after the hole is drilled with a straight drill and a conical screw put in, the only place that it really touches is at the periphery of the bone. The end of the screw probably does not come in contact with the bone at all, so there is nothing holding except the very small portion of the screw; and if put in at all tightly, would probably result in pressure necrosis. I have observed in radiographs where the straight sided screw is used that fits the

hole all the way down to the medially cavity, the plate is more apt to remain without any disturbance.

We have also had a number of claims for dislocation of clavicle and the surgeon who has attempted to treat a complete dislocation of the acromial end of the clavicle by a Sayre's dressing, or any other form of fixation by bandage, has had failure result in every case; but the surgeon who wires same has invariably gotten good results. This holds true also with the dislocation of the sternal end, but not to such a marked degree as in dislocation at shoulder.

We have had several cases of dislocation of the clavicle at the acromial end that after three or four months, the clavicle was so loose that on moving the arm, it would fly up an inch or more. After operation and wiring, there was no deformity or disability.

I would like to call your attention to "Urgent Surgery" by Lajars. He speaks specially of the disability following dislocations of the clavicle where they are not wired, which is borne out by our observation in final settlements of claims that come before the Commission.

One other injury that I would like to call your attention to is fracture of the humerus that occurs about the middle of the distal third. I would suggest that every member of the profession review this particular subject, because, this fracture does occur and has a number of times in the last two years, and it certainly needs a great deal of care and thought when you have a condition of this kind confronting you. Also a fracture of the olecranon with dislocation. In the cases that have been handled by the open method, wiring, and early passive movements of the joint, the results have been so much better than the cases that have been handled by splint fixation only.

This report would not be complete without paying a tribute to the medical profession for the share they have had in the success of this law. To their support is due no small part of this success. An enormous amount of work has been put upon the profession at large as the Commission depends upon them

entirely to report the progress of the repair in each individual case and the time when total disability ceases.

I cannot express in words my appreciation of the hearty support of the profession—support that cannot be bought nor estimated in money value. Nothing better expresses the public spirited, humanitarian principle that we always find in the true physician. According to this standard they have given full measure. I take this opportunity to thank them, as thanks and kindly feeling is all the Commission is yet able to offer.

J. W. MOWELL, M. D.,

Chief Medical Advisor.

PHYSICIANS SHOULD:

Forward reports promptly after first treatment, direct to the Olympia office.

Forward discharge report when patient is discharged from treatment.

Report progress of cases at end of each thirty days of treatment.

TO THE EMPLOYERS.**BY MEDICAL DEPARTMENT.**

Instruct your foreman so that he may require each employe to report to him immediately any accident that occurs during the day. Make it imperative that the accident must be reported the day it happens.

The foreman should keep on hand tincture of iodine and paint all small scratches, splinter punctures, etc., that do not go immediately to be attended by some physician.

Eye injuries, no matter how trivial they seem to be, should be sent at once to some physician. Where some foreign body is lodged in the cornea, the men are so prone to pick them out with a dirty knife, toothpick, or most anything that they happen to get hold of and thereby infect the cornea. It is a fact that more infection is carried to wounds of this kind by inexperienced hands than any other way. In case of foreign body sticking in cornea, it should be removed with as little abrasion of cornea as possible and the eye dusted with iodoform, xeroform or even touched with tincture of iodine. This treatment would be followed by great reduction of infections and corneal ulcers, which have cost employers a great deal of money and needless disability to employees.

There should be kept at the plant first aid packages. This may be sterile gauze and a sterile bandage to wrap around any open wound or cut and nothing else applied as we often see all manner of stuff such as soot, tobacco, turpentine, flour, or any old thing that they happen to have, daubed on to try to stop the hemorrhage. Put nothing but a clean piece of sterile gauze and bandage and send them to the doctor.



CLAIM DIVISION

CLAIM DIVISION.

TABLE INDEX.

- (1) *Accidents reported and claims disposed of by months during the second fiscal year, also first fiscal year.*
- (2) *Comparative table showing total accidents reported, and the disposition made of claims during the first and second fiscal years, with the total to the end of the second fiscal year, i. e., September 30, 1913.*
- (3) *Comparative table of all accidents reported monthly during the first and second fiscal years.*
- (4) *Vouchers outstanding unpaid (Liabilities against "Accident Fund")*
- (5) *Fatal accidents reported during the year with disposition of same.*
- (6) *Comparative table of fatal accidents reported monthly during first and second fiscal years.*
- (7) *Fatal accidents reported, showing remote cause of death.*
- (8) *Fatal accidents reported, showing nationality of injured workmen.*

The payment of awards in compensation for injuries is as prompt and rapid as is practicable and possible. There are delays, of course, in some instances, but in such cases, there is some good cause for it. To insure prompt action, workmen immediately after sustaining an injury, should report its occurrence to the superintendent or foreman of the plant, or whoever is in charge. The workman's claim for compensation should be filed at once and the employer should also render his report to the Commission's head office without delay. The same action is essential on the part of the attending physician.

Monthly payments covering time loss only, are made in extended cases of disability, warrants being forwarded without the

necessity of signing vouchers; if a permanent partial disability is sustained, compensation therefor is not awarded until the exact outcome is known and the workman surgically healed and discharged by his attending physician. Final settlement is then made by voucher prior to the issuance of State warrant.

One of the most frequent delays in workmen receiving their money, is due to their neglect to notify this office of their change of address.

Attention is drawn particularly to Table One (1) which shows the large increase of claims disposed of during the second year as compared with the first year's operation. Upon reference to this table, it will be noted that the number of accidents reported during the first year was 11,896 and in the second year, 16,336, an increase of 4,440 in the second year, whereas the claims adjusted during the first year amounted to 8,893 and in the second year 17,355, an increase of 8,462 for the second year, or nearly double that of the first year. The increase of reported accidents was 4,440 as against an increase of 8,462 cases disposed of, showing a surplus of 4,022 cases settled, over and above the increase of reported accidents. This was occasioned by the adjustment of long pending cases which originated during the first year.

Further attention is drawn to the claims disposed of from April 1, 1913, to September 30, 1913, the last half of this year, the total being 9,949 as compared with 8,893 for the entire first year. This denotes the vast increase of work entailed in this Department, but which was accomplished with a working force of twelve (12) as against fifteen (15) at the close of the first year, and is the result of the adoption of improved office methods founded on prior experience.

FATAL ACCIDENTS: There were 371 fatal injuries reported this year and 279 the first year, an increase of 92 (See Table 6). Of this total, 319 cases were adjusted.

The number of fatal injuries to workmen is appalling and by reference to Table 7, the cause of the injuries will be found. The greater percentage is in the logging and lumber industries;

for instance, falling trees, 44; falling or rolling logs, 45; drowning (mainly boom men), 39; struck by cables, 23; coal mining causes were in the main; explosion of powder and dynamite, 14; falling rock, 14. The foregoing is not intended to infer that the figures quoted were exclusively in the industries mentioned, but were mainly so.

Table Nine (9) shows the nativity of workmen who received fatal injuries. As during the first year, American born workmen head the list with 42.32 per cent.

Considerable misunderstanding still exists as to compensation due the widow or dependents of a workman fatally injured, the idea being that the beneficiaries or dependents are entitled to a lump sum payment of four thousand dollars (\$4,000.00). This is incorrect, as in the case of a surviving widow, she is entitled to award of compensation (commonly termed pension) at the rate of twenty dollars (\$20.00) per month for life, or until she remarries. In the latter event, she receives, once and for all, a lump sum of two hundred and forty dollars (\$240.00), equivalent to twelve (12) monthly payments of twenty dollars (\$20.00).

The Act provides for the setting aside of a reserve to guarantee her monthly payments. It further provides that this reserve shall be calculated upon the theory that a monthly payment of twenty dollars (\$20.00) to a person thirty (30) years of age, is equal to a lump sum payment, according to the expectancy of life as fixed by the American Mortality Table, of four thousand dollars (\$4,000.00), the maximum reserve being four thousand dollars (\$4,000.00). A widow being of any age over thirty (30) her reserve would be less in proportion than four thousand dollars (\$4,000.00), same also being based on the American Mortality Table. A widow receiving a pension of twenty dollars (\$20.00) per month, to continue for life, or during the period of her widowhood, has a far better source of income guaranteed by the State than the average investment she could make of four thousand dollars (\$4,000.00) (or a pro-

portionately lesser sum) to yield her twenty dollars (\$20.00) per month for life.

It is, therefore, not the policy of this Commission to make lump sum settlements, as experience has shown that payment of a lump sum is inadvisable, and not good business policy. The tendency of a young widow is towards remarriage and were a lump sum payment made to a widow, who later remarries, there is no opportunity to recover the money she received and she is in possession of funds which clearly she was not to have after remarriage, according to the Act.

A small cash advance on the reserve has been made in a few instances to save widows' homes from mortgage foreclosure, but in such instances, the monthly payment was reduced in proportion to the amount of cash advanced.

J. F. GILLIES,
Claim Agent.

WORKMEN SHOULD:

Report accidents immediately after their occurrence to foreman or whoever is in charge of plant.

Procure surgical aid promptly, as trivial injuries often have serious results through infection (blood poison).

File claim on Form 22, or certify to Employer's report on Form 21-22.

See that the attending physician forwards his Report, Form 23, promptly after first treatment.

Sign name plainly and clearly on all papers and always sign it the same way.

Report to the Commission at Olympia, at the end of thirty days if the disability continues beyond that period.

Have employer, upon return to work, fill in Certificate of Condition (Form 36), showing the date on which, duties were resumed.

Have attending physician forward Discharge Report when discharged from treatment.

Always advise the Olympia Office of any change of address.

When corresponding regarding claim, always quote the number of it as furnished by the Olympia Office on Postal card which acknowledges receipt of claim when filed.

Address all communications to

INDUSTRIAL INSURANCE COMMISSION,
Olympia, Washington.

CLAIM DIVISION—TABLE 1.

The following table exhibits the total accidents reported and total number of claims disposed of (with disposition thereof) during the first half of the first fiscal year ending September 30, 1912; each month, and the total during the second half of the first fiscal year ending September 30, 1913, and also monthly with total during the first and second halves of the second fiscal year ending September 30, 1913, with the total to the end of the second fiscal year September 30, 1913.

OLAIMS RECEIVED	Total first half fiscal year ending September 30, 1912	April 1912	May 1912	June 1912	July 1912	August 1912	September 1912	Total sec- ond half fiscal year ending September 30, 1912	Total first half fiscal year ending September 30, 1913
Accidents reported	4,529	865	1,137	1,306	1,295	1,274	1,310	7,367	11,306
Files incomplete .....	.....	960	1,319	1,282	1,742	1,743	1,708	.....	1,708
Files complete	3,672	844	1,087	719	1,338	1,455	1,078	6,521	10,198
OLAIMS DISPOSED OF									
Final settlements	1,810	605	604	543	594	1,069	1,101	4,546	6,325
Fatal cases	85	21	24	24	24	36	43	172	257
Total permanent disability	1	.....	.....	.....	.....	.....	.....	1	.....
Refutations (for cause)	110	44	14	36	42	78	54	268	373
Suspensions (pending receipt of claimant's ad- dress, etc.)	31	73	23	65	43	46	67	317	348
Suspensions (claims not filed by workmen—trivial cases)	581	153	162	145	231	196	139	1,021	1,552
Total disposed of	2,568	986	827	814	844	1,467	1,397	6,325	8,896
OLAIMS RECEIVED									
Accidents reported .....	.....	1,242	1,173	1,198	1,110	1,206	1,401	7,330	7,330
Files incomplete .....	.....	1,806	1,811	1,630	1,604	1,473	1,541	.....	.....
Files complete .....	.....	1,687	1,270	879	1,186	1,227	1,333	.....	.....

CLAIMS DISPOSED OF

Final settlements	867	966	982	1,000	997	1,187	5,980
Fatal cases	21	29	22	15	22	38	149
Total permanent disability			2		1	2	5
Rejections (for cause)	57	61	69	64	81	91	425
Suspensions (pending receipt of claimant's address, etc.)	48	55	35	30	25	76	504
Suspensions (claims not filed by workmen-trivial cases)	198	182	104	268	67	564	1,853
Total disposed of	1,176	1,268	1,170	1,467	1,184	1,925	8,188

CLAIMS RECEIVED

	April 1913	May 1913	June 1913	July 1913	August 1913	September 1913	Total second half fiscal year ending September 30, 1913	Total second fiscal year ending September 30, 1913	Grand Total to September 30, 1913
Accidents reported	1,428	1,619	1,688	1,847	1,850	1,874	9,006	16,886	25,282
Files incomplete	996	1,194	1,260	1,154	1,048	898			868
Files complete	1,973	1,421	1,422	1,463	1,666	1,729	9,182	16,694	27,339

CLAIMS DISPOSED OF

Final settlements	1,079	1,176	1,154	1,238	1,131	1,388	7,166	12,878	18,784
Fatal cases	21	32	38	30	39	10	170	319	576
Total permanent disability	3	3	2		† 1	1	8	13	15
Rejections (for cause)	61	72	40	49	60	52	324	747	1,125
Suspensions (pending receipt of claimant's address, etc.)	13	51	41	46	34	70	255	519	887
Suspensions (claims not filed by workmen-trivial cases)	97	376	266	308	295	680	2,026	3,879	4,981
Total disposed of	1,274	1,710	1,541	1,661	1,548	2,215	9,949	17,355	26,248

Monthly payments continued (disability still existing September 30, 1913)

Partial payments continued September 30, 1913 (account of reduced earning power)

Claims in process of adjustment September 30, 1913

Total

* Less recouped during year. † Deduct amount settled by lump sum payment.

471
196
424
27,025
* 777
26,248

TABLE 2

The following table exhibits the total accident reports received and the disposition made of same during the second fiscal year of the operation of the Compensation Act, i. e., the year ending September 30, 1913; also the total from the first day of operation, October 1, 1911, to September 30, 1913.

ACCIDENTS REPORTED AND CLAIMS DISPOSED OF FISCAL
YEAR ENDING

	September 30, 1913.	September 30, 1912.	Total to September 30, 1913
RECEIVED			
Accidents reported	16,336	11,896	28,232
Accidents reported (files incomplete) ..	893	1,703	893
Accidents reported (files complete)	15,443	10,193	27,339
DISPOSED OF			
Claims allowed (total temporary disability; full and final award)	12,380	6,356	18,736
Claims rejected (for cause)	747	378	1,125
Claims Suspended:			
(A) Claims not made by workmen; injuries trivial	3,339	1,552	
(B) Unable to locate claimants, etc...	19	348	
	3,858	1,900	5,758
Total permanent disability (pensions) ..	13	2	15
Fatal accidents	319	257	576
Monthly payments (continued monthly account of temporary disability existing)	471	314	471
Partial payments (continued account of reduced earning power existing as a result of the injury)	196	33	196
In process of adjustment (tracing claimants; completing files; under investigation, etc.)	462	953	462
	18,446	10,193	27,339

TABLE 3

Comparative statement showing the number of all accidents by months, during the second fiscal year ending September 30, 1913, with the first fiscal year ending September, 1912.

Month.	FISCAL YEAR ENDING		
	September 30, 1913.	September 30, 1912.	Increase year ending September 30, 1913
October	1,242	547	695
November	1,173	689	484
December	1,198	769	429
January	1,110	841	269
February	1,206	836	370
March	1,401	894	507
April	1,428	965	463
May	1,619	1,137	482
June	1,488	1,396	92
July	1,347	1,285	62
August	1,550	1,455	95
September	1,574	1,082	492
Total	16,336	11,896	4,440
Total to September 30, 1913			28,232
Increase for year ending September 30, 1913			4,440
Average number of accidents reported per month, year ending September 30, 1913			1,361
Average number of accidents reported per month, year ending September 30, 1912			991
Average increase per month, year ending September 30, 1913...			370

TABLE 4

This table shows awards made in settlement of claims and which are unpaid September 30, 1913, account of vouchers not returned signed for payment, or were returned by postal authorities. These constitute liabilities against their respective classes of the Accident Fund.

(Note—The major part of these vouchers would be received and paid within a few days after close of fiscal year, September 30, 1913.)

Class	Number of Claims	Amount Outstanding
1.....	7.....	\$ 86.25
2.....	7.....	173.75
3.....	3.....	21.75
5.....	20.....	241.85
6.....	18.....	365.25
7.....	71.....	896.15
8.....	10.....	104.10
9.....	1.....	8.45
10.....	253.....	5,398.40
13.....	3.....	20.45
14.....	8.....	267.95
16.....	16.....	269.15
17.....	8.....	152.30
18.....	5.....	38.10

Class	Number of Claims	Amount Outstanding
19.....	1.....	2.30
21.....	3.....	43.75
24.....	12.....	114.15
25.....	1.....	21.65
29.....	7.....	70.00
31.....	2.....	16.80
33.....	2.....	62.30
34.....	10.....	142.05
35.....	3.....	25.75
37.....	1.....	6.00
40.....	1.....	9.20
42.....	9.....	103.40
46.....	2.....	55.35
Total		484.....\$8,716.60

TABLE 5

The following table shows the number of fatal accidents reported, and claims disposed of, during the fiscal year ending September 30, 1913.

Reported	371
Disposed of:	
Pensions awarded	145
Rejected for cause	52
Suspended (account no dependents, or dependents if any, unknown)	122
Total disposed of	319
Under investigation (dependency not yet established)	35
Files incomplete September 30, 1913	17
Total	371

In addition to the above, there were 22 cases, the files of which, were incomplete at the beginning of this year and on which pension awards were made during this year; also 14 cases that were previously suspended and that were reopened, 6 of which, pensions were awarded on, and 8, claims rejected for cause.

TABLE 6

Comparative statement showing the number of fatal accidents by months, during the second fiscal year ending September 30, 1913, with the first fiscal year ending September 30, 1912.

Fiscal year of	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Total
1913....	24	12	11	33	42	42	41	37	24	44	46	15	371
1912....	28	45	22	18	15	19	27	33	22	22	16	12	279
	4	33	11	*15	*27	*23	*14	*4	*2	*22	*30	*3	*92
Total to September 30, 1913, 650; increase for fiscal year ending September 30, 1913													92
Average number of fatal accidents reported per month, year ending September 30, 1913													30.91
Average number of fatal accidents reported per month, year ending September 30, 1912													23.25
Average increase per month, year ending September 30, 1913....													7.66

*(Increase).

TABLE 7

The following table shows the number of fatal accidents reported during the fiscal year ending September 30, 1913, with the remote cause of death.

Burns	6
Caisson Disease	1
Carrying Objects	1
Caught in Saw	2
Caught by Shafting and Machinery	19
Crimes (shot)	1
Crushed Between Cars	12
Crushed by Cars in Mine	3
Drowning	39
Electrocution; by power wires	11
Explosions:	
Of Boilers	4
Of Chemicals	3
Of Dust	1
Of Oil	1
Of Powder and Dynamite	14
Falling Coal	2
Falling Earth	9
Falling Rock	14
Falling Timbers	4
Falling Trees	44
Falling Objects (other)	16
Falls from Trains	4
Falls from Scaffolds	7
Falls from Wagons	4
Falls (other)	36
Freezing	1
Natural Causes	10
Struck by Cable	23
Struck by falling or rolling logs	45
Struck by Railroad Trains	9
Struck by other objects	17
Train Wrecks	7
Total	371

TABLE 8

The following table shows the nationality of workmen fatally injured during the fiscal year ending September 30, 1913.

Nationality	Number	Per Cent
American	157	42.32
Unknown	63	16.98
Norwegian	24	6.47
Swedish	21	5.66
Italian	16	4.31
Austrian	15	4.04
Canadian	15	4.04
Finnish	13	3.50
German	10	2.69
Scotch	5	1.35
English	4	1.08
Danish	4	1.08

Nationality	Number	Per Cent
Russian	3	.81
Montenegrin	3	.81
Greek	3	.81
Irish	3	.81
Bohemian	2	.54
Icelandic	2	.54
French	2	.54
Japanese	1	.27
Swiss	1	.27
Philippino	1	.27
Welsh	1	.27
Australian	1	.27
New Zealander	1	.27
Total	371	100.00



SEATTLE FORCE



DIVISION OF STATISTICS.

ROBIN ADAIR, Statistician.

Compensation Acts in the United States.

The Washington Statistical Method.

Results Show Accident Increase.

Summary—Injuries and Awards.

Temporary Total Disabilities—Duration in Weeks.

Temporary Total Disabilities—Report by Classes.

Permanent Partial Disabilities—Report by Classes.

Permanent Partial Disabilities—Extent of Injuries.

Personal Fault.

Conjugal Condition.

Length of Experience.

Hours When Accidents Occur.

Nativities of Injured Persons.

Accident Benefits and Other Income.

Cost of Medical Treatment and Comparisons.

Cost of Accidents in Labor-Years.

Safeguarding.

Mechanical Fault.

Mechanical Causes of Accidents—Table and Chart.

COMPENSATION ACTS IN THE UNITED STATES.

State.	Kind of Law.	Date Effective
California	elective 1.....	September 1, 1911
Connecticut	elective	January 1, 1914
Illinois	elective	July 1, 1913
Iowa	elective	July 1, 1914
Kansas	elective	January 1, 1912
Massachusetts	elective	July 1, 1912
Michigan	elective 2.....	September 1, 1912
Minnesota	elective	October 1, 1913
Nebraska	elective	July 17, 1913
Nevada	elective	July 1, 1911
New Hampshire	elective	January 1, 1912
New Jersey	elective 3.....	July 4, 1911
Ohio	elective 4.....	January 1, 1912
Oregon	elective	July 1, 1914
Rhode Island	elective	October 1, 1912
Texas	elective	September 1, 1913
Washington	compulsory	October 1, 1911
West Virginia	elective	October 1, 1913
Wisconsin	elective	September 1, 1912

1. California Law amended to become compulsory, Jan. 1, 1914.

2. Michigan Law elective for private companies; compulsory for State, Counties, and Municipalities.

3. New Jersey Law elective for private companies; compulsory as to state, counties, and municipalities.

4. Ohio Law amended to become compulsory, Jan. 1, 1914.

A number of these above laws, which are elective in name, are intended to be made compulsory in practice by abrogation of the defenses of employers who do not elect to come under the Law.

THE WASHINGTON STATISTICAL METHOD.

The Washington Commission follows the policy of collecting very elaborate and detailed statistics concerning the occurrence of industrial injuries, and their sociological effects. It is believed that the collection of adequate statistics is essential to the success of any Industrial Insurance system, because only by the statistical method can the facts be made known to the general public.

In this respect Washington has modeled its statistical work after that of the German Industrial Insurance system, which is still the standard for the world. We are pleased to note that other American states, notably California, Wisconsin, and Massachusetts, are also collecting statistical data which should prove very useful.

Perhaps it would be well to call attention to the mechanical regularity in statistical results. The proportions in which the various items appear in every table seem to remain constant month after month; in the same manner the results for this year are practically identical with those for the previous year.

Wherever marked divergence appears it is invariably due to changed conditions under which the act is operative or to changed administrative policy, and such changes can be nearly always predicted with surprising accuracy.

There is also remarkable correspondence between the statis-

tical results of Washington and those of other states, and even of foreign countries. We are therefore compelled to recognize that accident results are practically uniform throughout the whole industrial world, the different conditions resulting in minor differences only.

In view of the fact that the statistical work for the past year has been mainly that of continuing the statistical work of the previous year, the reader may be interested in comparing the results of the second year with those of the first year. These comparisons can be easily made by referring to the corresponding tables found in the First Annual Report.

On account of the fact that this year's report of the Industrial Insurance Commission does not immediately precede a session of the Legislature, the statistics presented in this report are in the main mere summaries of the more elaborate tables on file in the office. It is planned to insert more detailed statistics in the Third Annual Report, so it may be available for legislative purposes at that time.

RESULTS SHOW ACCIDENT INCREASE FOR THIS YEAR: Reference to the First Annual Report will show that 6,356 non-fatal claims were tabulated during the year from October 1, 1911, to September 30, 1912—an average of 529 claims for each of the twelve months. For the year just completed the statistician has compiled his reports on 12,380 non-fatal claims, which is an average of 1,032 claims per month. The number of non-fatal claims tabulated this year is, therefore, nearly twice as great as those tabulated for preceding year. The fatal accidents also show a considerable increase as compared to the number occurring the preceding year.

This notable increase in the number of cases tabulated is due primarily to two reasons:

1. The 6,356 claims tabulated during the first year were not an entire year's experience by at least two months, because many accidents which occurred during September, August and July, of 1912, had not been passed upon by the Commission prior to September 30th, 1912. In the same manner practically all of the cases of very long disability had not been completed by

September 30th, 1912, and so did not appear in the Annual Report, even though they had occurred during the first year. On the other hand, the 12,380 cases tabulated this year represent approximately the accident experience for a whole year. It is true that this number does not include some hundreds of injuries which occurred during the latter months of this year, but to offset this they include a correspondingly large number of hold-over claims from the year previous.

2. Census reports for the State of Washington show that the population of the State is increasing at an exceedingly rapid pace. Along with this increase in population there is an equally remarkable expansion of business. The hazardous industries of the State have been employing at least 25,000 more men this year than last, and the report should normally show a correspondingly greater number of injuries.

It cannot be determined whether these two reasons fully explain this extraordinary increase in the number of cases tabulated. It has been asserted that constant speeding of machinery, the failure of employers to provide suitable safeguards, and the ignorance of employees regarding the essentials of industrial safety constitute other reasons. It is not possible to determine from our statistical experience if this be true or not, but the results for the year certainly justify the conclusion that industrial hazard has, at least, not been materially lessened.

SUMMARY—INJURIES AND AWARDS.*

1. Non Fatal:—

Kind of Injury	Number of	Total Awards
Temporary Total Disabilities	12,380	\$460,497.78
Temporary Partial Disabilities	102	1,679.06
Permanent Partial Disabilities	1,437	413,124.00
Awards to Parents of Minors	138	3,055.00
Permanent Total Disabilities	13	45,612.57

2. Fatal:—

Fatals not requiring pension	156	
Fatals requiring pension	173	
Amount of reserves for pensions ...		\$431,560.23
Number of burial awards	293	
Amount of burial awards		\$ 21,742.45
Total number of all awards.....	14,536	
Total amount of all awards		\$1,377,271.09

*See big table "Kinds of Awards" which appears elsewhere in this report.

TEMPORARY TOTAL DISABILITIES—CLASSIFIED ACCORDING TO WEEKS DURATION.

Duration of Disability. (weeks)	Number of Cases	Per Cent of Cases
Not more than one week	1,681	13.6
From 1 to 2 weeks	3,157	25.5
From 2 to 3 weeks	2,113	17.1
From 3 to 4 weeks	1,365	11.0
From 4 to 5 weeks	1,139	9.2
From 5 to 6 weeks	658	5.3
From 6 to 7 weeks	439	3.5
From 7 to 8 weeks	281	2.3
From 8 to 9 weeks	330	2.7
From 9 to 10 weeks	160	1.3
From 10 to 11 weeks	138	1.1
From 11 to 12 weeks	100	0.8
From 12 to 13 weeks	131	1.1
From 13 to 14 weeks	54	0.4
From 14 to 15 weeks	65	0.5
From 15 to 16 weeks	43	0.3
From 16 to 17 weeks	21	0.2
From 17 to 18 weeks	93	0.8
From 18 to 19 weeks	15	0.1
From 19 to 20 weeks	36	0.3
From 20 to 21 weeks	28	0.2
From 21 to 22 weeks	71	0.6
From 22 to 23 weeks	23	0.2
From 23 to 24 weeks	13	0.1
From 24 to 25 weeks	10	0.1
From 25 to 26 weeks	44	0.3
More than 26 weeks	172	1.4
Total	12,380	100.0

DURATION OF TEMPORARY TOTAL DISABILITIES.*

(For industrial groups contributing more than 100 accidents).

Occupation.	Class.	Number of Accidents.	Average Duration of Work days Lost.	Average Duration of Disability
Sewers and Tunnels	1	159	4,957	31.2
General Construction	5	558	18,112	32.4
Power Line Installation	6	207	6,181½	29.9
Railroads	7	640	18,126½	28.3
Street Grading	8	243	7,593½	31.2
Lumbering, Milling, etc.	10	6,309	176,997½	28.1
Street Railway	14	271	5,943	21.9
Coal Mines	16	1,029	24,014	23.3
Quarries	17	146	4,464½	30.6
Smelters	18	219	6,132½	28.0
Paper Mills	24	164	2,307½	14.1
Wood Working	29	564	12,980	23.0
Steel Mfg. and Foundries	34	444	8,818	19.8
Longshoring	42	234	9,229	39.4
All other classes	—	1,193	34,872	29.2
Total all classes .....	..	12,380	340,728½	27.5

*See big table "Kinds of Awards" which appears elsewhere in this report.

PERMANENT PARTIAL DISABILITIES.*

(Classifying industrial groups which contributed 15 or more permanent partial disabilities.)

Occupation.	Class.	Number of Disabilities	Amounts of Awards.	Average Award.
Sewers and Tunnels	1	16	\$ 3,325.00	\$207.81
Bridges and Towers	2	17	5,554.00	326.70
General Construction	5	65	22,187.50	341.35
Power Line Installation ...	6	19	4,062.50	213.82
Railroads	7	80	24,800.00	310.00
Street Grading	8	25	7,100.00	284.00
Lumbering, Milling, etc....	10	787	226,017.50	287.18
Street Railways	14	25	9,062.50	362.50
Coal Mines	16	53	19,775.00	373.11
Quarries	17	17	6,115.00	359.71
Smelters	18	15	3,837.50	255.83
Paper Mills	24	15	3,150.00	210.00
Wood Working	29	103	22,000.00	213.59
Steel Manufacturing	34	47	13,500.00	287.23
Longshoring	42	18	5,850.00	325.00
All Others		146	40,162.50	275.09
Total		1,437	\$413,124.00	\$287.49

PERMANENT PARTIAL DISABILITIES.

Amount of Disability	Number.	Per Cent.
Not more than 5% Perm. Part. Disability	636	44.3
From 5 to 10% Perm. Part. Disability	299	20.8
From 10 to 15% Perm. Part. Disability	186	12.9
From 15 to 20% Perm. Part. Disability	91	6.3
From 20 to 25% Perm. Part. Disability	36	2.5
From 25 to 30% Perm. Part. Disability	44	3.0
From 30 to 35% Perm. Part. Disability	42	2.9
From 35 to 40% Perm. Part. Disability	52	3.6
From 40 to 45% Perm. Part. Disability	3	0.2
From 45 to 50% Perm. Part. Disability	8	0.6
From 50 to 55% Perm. Part. Disability	2	0.2
From 55 to 60% Perm. Part. Disability	38	2.7
Total	1,437	100.0

Note:—The maximum award for any permanent partial disability is fixed by the Law at \$1,500.00 for the loss of a major arm at or above the elbow. This is arbitrarily estimated to be a sixty per cent disability, each one per cent of permanently reduced efficiency being awarded \$25.00. All other permanent partial disabilities are awarded in proportion to the estimated disability as compared to the loss of the major arm, each injury being awarded \$25.00 for each one per cent disability as estimated in the schedule of permanent partial disabilities.

*See big table "Kinds of Awards" which appears elsewhere in this report.

PERSONAL FAULT: The following table shows the personal fault, if any, in the cases tabulated during the year. It appears that 69% of all cases were ascribed to risk of trade, and not to personal fault. Only 11.2% of the injuries are here charged to personal fault.

It should be noted, however, that fault is not a measurable quantity, but an estimate, of employers, employees and witnesses who are not, in most cases, experts. Moreover the cause of nearly every accident is complex, being the result of trade risk and one or more of the other factors combined. The table is therefore inexact because only the dominant factor is counted in each accident.

Fault.	Number.	Per Cent
Risk of Trade	8,543	69.0
Workman's Fault	951	7.8
Fellow Servant's Fault	303	2.4
Employer's Fault	90	.7
Foreman's Fault	12	.1
Third Person's Fault	30	.2
Facts not Ascertainable	2,451	19.8
Total	12,380	100.0

CONJUGAL CONDITION: Whether or not the injured person is married, and the size of his family, is of especial importance under the Washington Law, because his marital condition is one of the two factors which determine the scale of awards for temporary total disabilities. The workman may receive 60% of his wage, but not to exceed monthly awards as specified in the following schedule:

MAXIMUM MONTHLY AWARDS UNDER SEC. 5, PARAGRAPH (d).

Injured Workman.	No Child	One Child.	2 Children.	3 or More Children
Having able-bodied husband....	\$22.50	\$30.00	\$37.50	\$45.00
Unmarried	30.00	.....	.....	.....
Having wife or invalid husband.	37.50	45.00	52.50	52.50
Widow or Widower	30.00	37.50	45.00	52.50

CONJUGAL CONDITION OF INJURED PERSONS.

Single and having	Number.	Per Cent
a. No dependents	5,797	46.8
b. One dependent	498	4.0
c. Two dependents	333	2.7
d. More than two dependents	150	1.2
Married, and having		
a. No children	1,638	13.2
b. One child	1,375	11.1
c. Two children	1,091	8.8
d. Three children	763	6.2
e. Four children	389	3.0
f. Five children	240	2.0
g. Six children	77	0.6
h. Seven children	20	0.2
i. Eight children	5	0.1
j. Nine children	4	0.1

SUMMARY.

	Number	Per Cent
Single persons	6,778	54.7
Married persons	5,602	45.3
Total	12,380	100.0

LENGTH OF EXPERIENCE OF INJURED PERSONS:

The following table classifies persons injured according to their length of experience in the trade in which the injury occurred. The report covers a period of 21 months from October 1, 1911, to July 1, 1913. The table having been discontinued by the Commission, no figures are available for the accidents tabulated since July 1, 1913.

Length of Experience	Number of Cases
Not more than one week	750
From one week to one month	1,013
From one month to one year	3,606
From one year to five years	4,217
From five years to fifteen years	3,177
From fifteen years to thirty years	1,253
More than thirty years	197
Length of experience not stated	1,138
Total	15,351

HOURS WHEN ACCIDENTS OCCUR: The 5,731 cases tabulated below indicate that more accidents occur during the middle of each work period than at any other time in the day. In the morning, for instance, 10 A. M. contributed the maximum of 507 accidents, while, in the afternoon, the maximum of

421 accidents occurred at 3 P. M. These results seem to disprove the theory that fatigue is the predominant cause of accidents, because most accidents are here shown to happen during the hours when workmen are least fatigued.

On the contrary it would seem that accidents are caused more by the carelessness of the middle of each work period than by the fatigue of later hours.

Hour, A. M.	Number	Hour, P. M.	Number
7:00	93	1:00	140
7:30	151	1:30	181
8:00	231	2:00	348
8:30	162	2:30	158
9:00	401	3:00	421
9:30	206	3:30	177
10:00	507	4:00	372
10:30	194	4:30	186
11:00	413	5:00	225
11:30	216	5:30	142
12:00	118	6:00	86
Other hours			489
Hours not determined			114
Total		5,731	

NATIVITIES OF INJURED PERSONS: This table shows separately the number and percentage of injured persons of each nationality for the first and second years of operation of the Act. Notice that the percentage of North Europeans has decreased materially, and that the percentage of South Europeans, especially Austrians, has increased with remarkable rapidity. Another fact worthy of notice is that about 54½% of all injured persons are natives of United States and Canada.

State or Country	Year 1911-1912		Year 1912-1913	
	Number.	Per Cent.	Number.	Per Cent.
Washington	323	5.1	726	5.9
Other Pacific States	220	3.4	486	3.9
West Central States	1,143	17.9	1,657	13.4
South Central States	79	1.3	183	1.5
East Central States	766	12.0	1,959	15.8
South Atlantic States	191	3.0	422	3.4
North Atlantic States	323	5.1	585	4.7
New England States	103	1.6	218	1.8
U. S., State not given	42	0.7	70	0.6
Canada	249	3.9	449	3.6
England	173	2.7	271	2.2
Scotland	69	1.1	111	0.9
Ireland	83	1.3	158	1.3

State or Country	Year 1911-1912		Year 1912-1913	
	Number.	Per Cent.	Number.	Per Cent.
Sweden	408	6.4	681	5.5
Norway	328	5.2	588	4.8
Finland	230	3.6	413	3.3
Germany	202	3.2	369	3.0
Austria-Hungary	398	6.2	881	7.1
Russia	101	1.6	220	1.8
Italy	201	3.3	488	3.9
Greece	99	1.6	226	1.8
Japan	63	1.0	154	1.2
All other countries	276	4.3	507	4.1
Nativity not stated	287	4.5	558	4.5
Total, all countries	6,356	100.00	12,380	100.00

NATIVITIES—SUMMARY OF LARGER GROUPS.

Countries	Year 1911-1912		Year 1912-1913	
	Number.	Per Cent.	Number.	Per Cent.
United States and Canada..	3,438	54.1	6,755	54.6
North Europe	1,654	26.0	2,883	23.3
South Europe	880	13.9	1,963	15.8
Asia	70	1.1	171	1.4
Other Countries	27	0.4	50	0.4
Not determined	287	4.5	558	4.5
Total	6,356	100.00	12,380	100.00

ACCIDENT BENEFITS AND OTHER INCOME: The following table shows the number of injured workmen whose reports indicated that they would receive income of some sort during disability, other than Industrial Compensation. These "benefits" are usually in the nature of lodge or accident insurance, but a few cases have been found where the injured person was receiving interest, rent, or pension for military service.

This table is the best possible proof of the necessity of Workmen's Compensation, because it shows that more than eighty per cent of injured workmen have no other income whatsoever during disability, except what they receive from the State under the Workmen's Compensation Law.

Only 14.5% of those injured this year are shown to have had accident insurance or other income during disability. The reader will note, upon referring to the First Annual Report, page 175, that 18.9% had such protection during the first Compensation year. This decrease of 4.4% is evidently explained by the tendency of workmen to rely more and more

upon the State Industrial Insurance system for protection from the financial stress of disability or death.

Number of sources of support*	Number of Injured persons.	Percentage
One source	1,619	13.1%
Two sources	145	1.2
Three sources	27	0.2
No benefits	10,038	81.1
Facts not determined	551	4.4
Total	12,380	100.0

COST OF MEDICAL TREATMENT AND COMPARISONS:

Unfortunately, we have not been able to get estimates of the cost of medical treatment in the vast majority of cases. In only 14% of the 12,380 cases tabulated have these figures been available. For the 1,722 cases in which such estimates were given the comparisons are presented in the two tables below. All these cases are typical, however, and there is every reason to believe that the proportions here shown would be found true if the facts were available in all cases. The recent adoption of a new workman's report blank, which is to be filled out at the expiration of disability, will make it possible to collect much more complete data on this subject for future reports.

TABLE NO. 1.

(Awards resulting in temporary disability only.)

Number of cases reported	1,503
Number of work days lost	35,102
Total amount of wages lost	\$107,296.67
Total cost of medical treatment	36,206.80
Awards for temporary total disability	47,164.20
Total loss on account of disabilities (wages lost plus cost of medical treatment)	\$143,503.47
Amount of loss borne by employers (awards for temporary total disability)	47,164.20
Amount of loss borne by employees (total loss minus awards)	96,339.27
Percentage of loss borne by employers	32.9%
Percentage of loss borne by employees	67.1%

*Other than awards under the Industrial Insurance Act.

TABLE NO. 2.

(Awards resulting in both temporary disabilities and permanent partial disabilities.)

Number of cases reported	219
Number of work days lost	9,737 $\frac{1}{2}$
Total amount of wages lost	\$ 32,651.05
Total cost of medical treatment	14,432.15
Awards for temporary total disability	13,340.19
Awards for permanent partial disability	51,435.50
Total loss on account of disabilities (wages lost plus cost of medical treatment)	\$ 47,083.20
Amount of immediate loss borne by employers (awards for temporary total disability)	13,340.19
Amount of immediate loss borne by employees (total loss minus awards for temporary total disability)	33,743.01
Percentage of loss borne by employers	28.3%
Percentage of loss borne by employees	71.7%

NOTE:—That the awards for permanent partial disabilities are excluded from the above comparisons for the reason that these awards are made in payment for future reduced earning power, and hence, ought not to be compared with the immediate loss of wages, and cost of medical treatment.

COST OF ACCIDENTS IN YEAR'S LABOR: It is interesting to estimate this year's accidents in units of one man's labor for one year. Assuming that an average year of labor consists of 300 work days, and that the average expectancy of a workman's life is 25 years, which is a very conservative estimate, we find that the loss in years of labor has been as follows:

Kinds of Injuries.	Work Years.
For fatal cases	8,225.0
For temporary total disabilities	1,135.8
For permanent partial disabilities ...	4,131.2
For permanent total disabilities	325.0

Total for all injuries 13,817.0

This means that, at the present rate, the accidents of the State of Washington alone are lessening the productive capacity of this commonwealth to the extent of the perpetual labor of an industrial army of 13,817 men.

NOTE:—See big table "Kinds of Awards" from which the total numbers of the various injuries were taken for computation.

MISCELLANEOUS FACTS.

Average daily wage of injured persons	\$3.12
Average daily award for temporary total disability	1.35
Average daily cost of treatment during disability	1.12

SAFE GUARDING: The following table presents the conditions of safeguarding as accurately as possible from the reports of employers and employees. Note that 72.4% of all accidents are reported to have occurred under conditions where safeguards were not applicable. Safeguards were considered as applicable in only 22.8% of the accidents. If this table were based upon a more painstaking inspection of experts, the latter figure would doubtless be increased somewhat, but it is believed that this report is substantially correct.

	Number.	Percent.
Safeguarded	2,456	19.9
Not safeguarded	364	2.9
Possibility of safeguarding not determined.....	594	4.8
Safeguards not applicable	8,966	72.4
Total	12,380	100.0

CONDITION OF MACHINERY: The following table gives the facts concerning the condition of machinery in connection with which accidents occurred. Note that only 29.8% of all injuries are shown to have been caused by power driven machinery; also, that 67.9% of the accidents are tabulated as non-mechanical. In view of these facts it would seem that the importance of mechanical conditions has been rather over estimated. See the table entitled "Causes of Accidents."

	Number.	Percent.
Machine's fault	295	2.4
Not Machine's fault	3,391	27.4
Conditions not determined	283	2.3
Accidents non-mechanical	8,411	67.9
Total	12,380	100.0

MECHANICAL AND OTHER CAUSES OF ACCIDENTS: The following table shows the number of accidents contributed by those mechanical and other agencies which have caused more than fifty accidents each. Agencies contributing less than fifty accidents have been omitted from the table on account of lack of space.

<i>Causes of Accidents</i>	<i>Number</i>
<i>(Mechanical)</i>	
Engines, dynamos, flywheels, etc.....	64
Gearing (Cogs, etc.).....	96
Belts and pulleys	104
Elevators and lifts.....	54
Cranes and derricks.....	79
Slab and spalt conveyors.....	71
Other conveying apparatus	105
Coupling cars	50
Coal cars, dump cars, etc.....	311
Other railway causes (Misc.).....	72
Power driven saws.....	911
Planers	93
Log carriages	93
Live rolls, cables, chains, etc.....	612
Wood working machines (Misc.).....	118
Unclassified machines	179
<i>(Non-Mechanical)</i>	
Explosion and ignition of gases.....	67
Burns from steam and liquids.....	93
Falls from platforms, etc.....	163
Falls by collapse of support.....	121
Falls through openings in floor.....	55
Falls on level by slipping.....	389
Falls on level by tripping.....	67
Other falls	572
Falling coal, rock, earth, etc.....	480
Slides and cave-ins.....	98
Falling timbers, lumber, etc.....	495
Falling trees	144
Rolling and moving logs.....	534
Falling objects (Misc.)	198
Falling material from trucks.....	127
Trucks, wheelbarrows, scrapers.....	302
Handling stones, weights, etc.....	691
Handling lumber, timbers, etc.....	955
Other injuries by weights.....	55
Flying fragments	276
Other flying objects	234
Vehicles and animals	175
Hand tools (hammers, knives).....	312
Sharp projections	56
Axes, hatches, adzes.....	747
Stepping on nails	124
Cross-cut saws	151
Peavies, picks, pickaroons.....	203
Splinters, cable strands, etc.....	304
Total	11,200

NOTE.—Upon reading down the column of the causes of accidents, the reader will notice that the first sixteen causes are purely mechanical, while the following twenty-nine causes are practically all non-mechanical. Reference to the more complete figures from which this table was copied will demonstrate that not more than 30% of all accidents occur in connection with power driven machinery; likewise, only a comparatively small number occur in situations where it is possible to utilize safeguards. It would therefore seem that this table corroborates the conclusions drawn from the two preceding tables entitled "Safeguarding" and "Condition of Machinery."



ROY N. FORCE, AUDITOR, VANCOUVER



A. G. ANDERSON
AUDITOR OF CHARLES



ORIE H. ALDERTON



A. M. BALDWIN



EFFIE CREIGHTON



F. J. MATTINGLY
AUDITOR IN CHARGE



L. M. RICHERT



CHAS. M. LAWHENCE



ZETTA A. CRANDALL



FRED CONNELL, AUDITOR, BELLEVUE

SPokane OFFICE

TACOMA OFFICE

TACOMA OFFICE



HOW A CLAIM IS PAID

THE CASE OF CARL J. SWEEN, AMERICAN, NO. 15476.

BY HOWARD L. HINDLEY.

To illustrate the usual process in filing and adjusting a claim, the file of Carl J. Sween, American, born in Grand Falls, Minnesota, and injured December 19, 1912, while working for the Pacific Coast Steel Company, Youngstown, Seattle, was taken almost at random from the files. Its story is as follows:

Carl is a typical American family man of the wage-earning class. He is married, and, in the words of the occasional report, had "one wife and four children," at the time of the accident, the latter being Severian, 11; Alix, 9; Leon, 6; all boys, and Theodora, 4, a daughter. He earned \$3.00 a day, which was just enough to bring him within the "dead line" of the 60 per cent rule. The application of the rule is indicated in the following schedule of compensation, which is fixed by law and from which the Commission cannot vary:

"An unmarried injured workman is compensated at the rate of \$20 a month and \$5 is added in the case of a wife and \$5 for each child under 16 up to \$35 a month. These amounts are increased 50%, or one-half, during the first six months after injury, but in no case may they ever be over 60% of the monthly wage of the injured workman."

It will therefore be seen that although Carl's family condition entitled him to \$52.50 a month, the 60% rule, which only works one way—to keep the low-priced wage-earner from getting the maximum compensation per month—cut this down to \$46.80 a month.

Carl's family is outside the law in another respect—four children entitle the father to no more compensation than two, so that two children, say little Theodora and Leon, are regarded by the law as non-existent; they haven't been born yet. Had Carl been killed, the pension would have been paid to his

widow, \$20; Severian, \$5; Alix, \$5; Leon, \$5; \$35 being the maximum.

Carl was working as night foreman in the steel works and about eleven o'clock in the evening (the employer says 10:45) he was "cutting steel rail on shear and it flew sideways and struck him on the leg. Right leg broken below hip." He was hurried to the new Providence Hospital, and Doctors J. Warren Richardson and R. A. McClure set the broken thigh and put on an extension which is a heavy weight, fastened to the foot and running over a pulley, to keep the broken bones in line.

Two days afterward, Arthur B. Vinton and Roy A. Knight helped Carl to make out his claim (Form 22) which reached the Commission two days after Christmas, (December 27). The employer's report (Form 21), was filed January 1st, 1913, and the doctor's report (Form 23), January 4th. These reports agreed in all material details and the first month's compensation, due January 19th, was ordered, and a voucher issued January 28th.

By using the new double form, 21 and 22 combined, both the claim and the employer's report may now be filed at the same writing.

Meanwhile, the papers had been assembled, the claim indexed, a summary written, endorsed by the Chief Clerk of the claim department, the claim agent and the chief medical advisor. Two Commissioners signed the claim and the voucher and the record of their action was placed on the minutes by the Secretary. The voucher was signed by Carl and a cash warrant issued to him by the State Auditor for his first month's compensation.

The second month was paid in routine, but before the third came due, the doctors decided on an operation. Carl's thigh was cut open March 11th, and the ends of broken bone were found to be un-united. They put on "plates," which are steel braces or clamps, fastened to the bone by steel screws, to hold the bone in line, the same as a fish-plate holds the ends of two rails in line. The leg was also put in a plaster cast, with the result that Carl got about on crutches about May 7th, and

had the cast taken off. Compensation had been sent him every month.

Carl worked every day of the week before he was hurt and did not understand why he was compensated on the 26-day basis. He hobbled into the Seattle office about June 26th, and asked about it. Here again, the law intervened, Section 5, Sub-division (d) limiting his compensation to "sixty per cent of the monthly wage (the daily wage multiplied by twenty-six) the workman was receiving at the time of his injury."

Carl was discharged by his doctor July 19th and went to work, but he had a two-inch shortening of the right leg and a slight limp. He worked, because he was a worker, but he had a permanent disability. He was accordingly ordered before one of the Commission's examining physicians in Seattle, Dr. C. H. Thompson. The expert confirmed the attending physician and the Chief Medical Advisor marked up the claim for 18 degrees or 18-60 of the disability paid when the leg is cut off at or above the knee.

A final settlement voucher was sent Carl Aug. 7th, 1913. It called for \$30.95 closing time loss, plus \$450, to pay for the Permanent Partial disability to the leg. (Figured at the rate of \$25.00 for each of the above mentioned 18 degrees.) Carl probably limps a trifle today, but he is back at his old job, supporting his family and training his children to be good citizens.

Summarized, the Carl J. Sween case is as follows:

Injured Dec. 19, 1912.

Claim made Dec. 21st, 1912.

Claim received Dec. 27th, 1912.

Month due Jan. 19th, 1913.

First monthly payment made Jan. 28th, 1913.

Operation performed Mar. 11th, 1913.

Cast removed May 7th, 1913.

Man on crutches May 14th, 1913.

Special examination Aug. 1st, 1913.

Final settlement Aug. 7th, 1913.

TABLE OF PAYMENTS.

Month to Jan. 19th	\$46.80
Month to Feb. 19th	46.80
Month to Mar. 19th	46.80
Month to Apr. 19th	46.80
Month to May 19th	46.80
Month to June 19th	46.80
*23 days to close.....	30.95
Permanent partial disability.....	450.00

Total\$761.75

*(Figured at \$35 per month, six months having elapsed since injury.)

WORKMEN'S COMPENSATION ACT.

With Notes and Rulings by The Industrial Insurance Commission.
Chapter 74, Laws of 1911.

[H. B. 14.]

AN ACT relating to the compensation of injured workmen in our industries, and the compensation to their dependents where such injuries result in death, creating an industrial insurance department, making an appropriation for its administration, providing for the creation and disbursement of funds for the compensation and care of workmen injured in hazardous employment, providing penalties for the non-observance of regulations for the prevention of such injuries and for violation of its provisions, asserting and exercising the police power in such cases, and, except in certain specified cases, abolishing the doctrine of negligence as a ground for recovery of damages against employers, and depriving the courts of jurisdiction of such controversies, and repealing sections 6594, 6595 and 6596 of Remington & Ballinger's Annotated Codes and Statutes of Washington, relating to employees in factories, mills or workshops where machinery is used, actions for the recovery of damages and prescribing a punishment for violation thereof.

Be it enacted by the Legislature of the State of Washington:

SECTION 1. *Declaration of Police Power.*

The common law system governing the remedy of workmen against employers for injuries received in hazardous work is inconsistent with modern industrial conditions. In practice it proves to be economically unwise and unfair. Its administration has produced the result that little of the cost of the employer has reached the workman and that little only at large expense to the public. The remedy of the workman has been uncertain, slow and inadequate. Injuries in such works, formerly occasional, have become frequent and inevitable. The welfare of the state depends upon its industries, and even more upon the welfare of its wage-worker. The State of Washington, therefore, exercising herein its police and sovereign power, declares that all phases of the premises are withdrawn from private controversy, and sure and certain relief for workmen, injured in extra hazardous work, and their families and dependents is hereby provided regardless of questions of fault and to the exclusion of every other remedy, proceeding or compensation, except as otherwise provided in this act; and to that end all civil actions and civil causes of action for such personal injuries and all jurisdiction of the courts of the state over such causes are hereby abolished, except as in this act provided.

The abolishing of jurisdiction of courts over personal injury claims applies only to those in the relation of employer and employee in "extra hazardous" occupations. Employees as members of the public have their rights against third persons as heretofore. Suits allowed against employer, see Sec. 8. Even though the injury or death be caused by the tort of a third person, the employee may obtain compensation by election and assignment, except where a wilful act of such other, committed against the employee, be for reasons personal and not because of his employment.

SEC. 2. *Enumeration of Extra Hazardous Works.*

There is a hazard in all employment, but certain employments have come to be, and to be recognized as being, inherently constantly dangerous. This act is intended to apply to all such inherently hazardous works and occupations, and it is the purpose to embrace all of them;

which are within the legislative jurisdiction of the state, in the following enumeration, and they are intended to be embraced within the term "extra hazardous" wherever used in this act, to-wit:

Factories, mills and workshops where machinery is used; printing, electrotyping, photo-engraving and stereotyping plants where machinery is used; foundries, blast furnaces, mines, wells, gas works, water works, reduction works, breweries, elevators, wharves, docks, dredges, smelters, powder works; laundries operated by power; quarries; engineering works; logging, lumbering and ship-building operations; logging, street and interurban railroads; buildings being constructed, repaired, moved or demolished; telegraph, telephone, electric light or power plants or lines, steam heating or power plants, steamboats, tugs, ferries and railroads. If there be or arise any extra hazardous occupation or work other than those hereinabove enumerated, it shall come under this act, and its rate of contribution to the accident fund hereinafter established, shall be, until fixed by legislation, determined by the department hereinafter created, upon the basis of the relation which the risk involved bears to the risks classified in section 4.

Admiralty Jurisdiction, see Sec. 18.

Unlisted extra hazardous occupations will be included in existing classes whenever possible. Obviously, accidents in new and small classes might bankrupt employers included therein. Non-hazardous elective, Class 48.

Includes civil engineers in connection with logging, concrete manufacture, quarrying and mining.

Also city, county and state civil engineers engaged in field work, and their salary is leviable at same rate as the work in which they are engaged.

Excludes business of wholesale and retail handling of inflammable oils.

SEC. 3. *Definitions.*

In the sense of this act words employed mean as here stated, to-wit:

Factories mean undertakings in which the business of working at commodities is carried on with power-driven machinery, either in manufacture, repair or change, and shall include the premises, yard and plant of the concern.

Workshop means any plant, yard, premises, room or place wherein power-driven machinery is employed and manual labor is exercised by way of trade for gain or otherwise in or incidental to the process of making, altering, repairing, printing or ornamenting, finishing or adapting for sale or otherwise any article or part of article, machine or thing, over which premises, room or place the employer of the person working therein has the right of access or control.

Mill means any plant, premises, room or place where machinery is used, any process of machinery, changing, altering or repairing any article or commodity for sale or otherwise, together with the yards and premises which are a part of the plant, including elevators, warehouses and bunkers.

Mine means any mine where coal, clay, ore, mineral, gypsum or rock is dug or mined underground.

Quarry means an open cut from which coal is mined, or clay, ore, mineral, gypsum, sand, gravel or rock is cut or taken for manufacturing, building or construction purposes.

Engineering work means any work of construction, improvement or alteration or repair of buildings, structures, streets, highways, sewers, street railways, railroads, logging roads, interurban railroads, harbors, docks, canals; electric, steam or water-power plants; telegraph and telephone plants and lines; electric light or power lines, and includes any other work for the construction, alteration or repair of which machinery driven by mechanical power is used.

Except when otherwise expressly stated, employer means any person, body of persons, corporate or otherwise, and the legal personal

representatives of a deceased employer, all while engaged in this state in any extra hazardous work.

Employer includes owner, contractor, sub-contractor, agent, municipality, see Sec. 17. Residence outside the State immaterial.

This act has no application where the United States is the employer. (Opinion Attorney General, Sept. 20, 1911.)

Workman means every person in this state, who, after September 30, 1911, is engaged in the employment of an employer carrying on or conducting any of the industries scheduled or classified in section 4, whether by way of manual labor or otherwise, and whether upon the premises or at the plant or, he being in the course of his employment, away from the plant of his employer: *Provided, however,* That if the injury to a workman occurring away from the plant of his employer is due to the negligence or wrong of another not in the same employ, the injured workman, or if death result from the injury, his widow, children or dependents, as the case may be, shall elect whether to take under this act or seek a remedy against such other, such election to be in advance of any suit under this section; and if he take under this act, the cause of action against such other shall be assigned to the state for the benefit of the accident fund; if the other choice is made, the accident fund shall contribute only the deficiency, if any, between the amount of recovery against such third person actually collected, and the compensation provided or estimated by this act for such case. Any such cause of action assigned to the state may be prosecuted, or compromised by the department, in its discretion. Any compromise by the workman of any such suit, which would leave a deficiency to be made good out of the accident fund, may be made only with the written approval of the department.

It has been held that a workman injured by a malicious act of a fellow workman does not come within the scope of the act.

Workmen injured at plant by third persons must assign right of action to State as a condition of compensation from the accident fund.

Any individual employer or any member or officer of any corporate employer who shall be carried upon the payroll at a salary or wage not less than the average salary or wage named in such payroll and who shall be injured, shall be entitled to the benefit of this act as and under the same circumstances as and subject to the same obligations as a workman.

Dependent means any of the following named relatives of a workman whose death results from any injury and who leaves surviving no widow, widower, or child under the age of sixteen years, viz.: Invalid child over the age of sixteen years, daughter, between sixteen and eighteen years of age, father, mother, grandfather, grandmother, stepfather, stepmother, grandson, granddaughter, stepson, stepdaughter, brother, sister, half-sister, half-brother, niece, nephew, who, at the time of the accident, are dependent, in whole or in part, for their support upon the earnings of the workman. Except where otherwise provided by treaty, aliens other than father or mother, not residing within the United States at the time of the accident, are not included.

See *John Kanton v. Albert Kelly*, 85 Wash. 614; Rehearing denied Nov. 14, 1912; *Bortle v. N. P. Ry.*, 60 Wash. 552. "There must be a substantial need on one side and a substantial financial recognition of that need on the other side, to make out a case of dependency within the meaning of this statute."

Does not apply to non-resident dependents other than father or mother.

When workman makes statement that he has a wife or wife and children under the age of sixteen years, but is living apart from them, the Commission requires an affidavit from the workman to show that he is contributing to their support. In absence of satisfactory proof his compensation is rated on basis of an unmarried man.

Beneficiary means a husband, wife, child or dependent of a workman, in whom shall vest a right to receive payment under this act.

Wife and children conclusively presumed to be dependents. See Section 5.

Where claimants reside, abroad, sworn statement of dependency to be made before a magistrate whose authority to take deposition is to be attested by an American Consul.

Original certified power of attorney by an alien dependent may be accepted in proving a claim.

Pension warrants, however, will be mailed the dependent direct to the foreign address.

Invalid means one who is physically or mentally incapacitated from earning.

The word "child," as used in this act, includes a posthumous child, a child legally adopted prior to the injury, and an illegitimate child legitimated prior to the injury.

Includes a step-child.

The word injury or injured, as used in this act, refer only to an injury resulting from some fortuitous event as distinguished from the contraction of disease.

Employes injured by third person while actually engaged in the performance of their duties are entitled to compensation for disabilities resulting, (e. g. street car conductors assaulted by disorderly passengers for insisting on obedience to companies rules.)

Recent medical texts indicating that hernia (rupture) ordinarily develops gradually, rarely as a result of accident, the department rules that a workman in order to be entitled to indemnity for hernia must clearly prove:

- (1) The hernia is of recent origin.
- (2) Its descent occurred at a definite time, and was accompanied by pain;
- (3) It was immediately preceded by some accidental strain in the course of hazardous employment;
- (4) It did not exist prior to the date of the alleged injury. (Conclusive proof.)

SEC. 4. *Schedule of Contribution.*

Insomuch as industry should bear the greater portion of the burden of the cost of its accidents, each employer shall, prior to January 15th of each year, pay into the state treasury, in accordance with the following schedule, a sum equal to a percentage of his total payroll for that year,* to-wit (the same being deemed the most accurate method of equitable distribution of burden in proportion to relative hazard):

CONSTRUCTION WORK.

Tunnels; bridges; trestles; sub-aqueous works; ditches and canals (other than irrigation without blasting); dock excavations; fire escapes; sewers; house moving; house wrecking...	.065
Iron, or steel frame structures or parts of structures.....	.065
Electric light or power plants or systems; telegraph or telephone systems; pile driving; steam railroads.....	.050
Steeple, towers or grain elevators, not metal framed; drydocks without excavation; jetties; breakwaters; chimneys; marine railways; water works or systems; electric railways with rock work or blasting; blasting; erecting fireproof doors or shutters .....	.050
Steam heating plants; tanks, water towers or windmills, not metal frames .....	.040
Shaft sinking .....	.060
Concrete buildings; freight or passenger elevators; fireproofing of buildings; galvanized iron or tin works; gas works, or systems; marble, stone or brick work; road making with blasting; roof work; safe moving; slate work; outside plumbing work; metal smokestacks or chimneys.....	.050

*Act amended before passage requiring payment each month after Dec. 31, 1911, if funds on hand are deemed insufficient.

Excavations not otherwise specified; blast furnaces.....	.040
Street or other grading; cable or electric street railways without blasting; advertising signs; ornamental metal work in buildings .....	.035
Ship or boat building or wrecking with scaffolds; floating docks.	.045
Carpenter work not otherwise specified.....	.035
Installation of steam boilers or engines; placing wire in conduits; installing dynamos; putting up belts for machinery; marble, stone or tile setting, inside work; mantel setting; metal ceiling work; mill or ship wrighting; painting of buildings or structures; installation of automatic sprinklers; ship or boat rigging; concrete laying in floors, foundations or street paving; asphalt laying; covering steam pipes or boilers; installation of machinery not otherwise specified.....	.030
Drilling wells; installing electrical apparatus or fire alarm systems in buildings; house heating or ventilating systems; glass setting; building hot houses; lathing; paper hanging; plastering; inside plumbing; wooden stair building; road making...	.020
The absence of power driven machinery does not exempt occupations named in this subdivision, nor the small number of employes engaged, nor the short time required to accomplish the work.	

OPERATION (INCLUDING REPAIR WORK) OF

(All combinations of material take the higher rate when not otherwise provided.)

Logging railroads; railroads; dredges; interurban electric railroads using third rail system; dry or floating docks.....	.050
Electric light or power plants; interurban electric railroads not using third rail system; quarries.....	.040
Street railways, all employes; telegraph or telephone systems; stone crushing; blasting furnaces; smelters; coal mines; gas works; steamboats; tugs; ferries.....	.030
Mines, other than coal; steam heating or power plants.....	.025
Grain elevators; laundries; water works; paper or pulp mills; garbage works .....	.020

FACTORIES USING POWER DRIVEN MACHINERY.

Stamping tin or metal.....	.045
Bridge work; railroad car or locomotive making or repairing; cooperage; logging with or without machinery; saw mills; shingle mills; staves; veneer; box; lath; packing cases; sash, door or blinds; barrel, keg, pail; basket; tub; wooden ware or wooden fibre ware; rolling mills; making steam shovels or dredges; tanks; water towers; asphalt; building material not otherwise specified; fertilizer; cement; stone with or without machinery; kindling wood; masts and spars with or without machinery; canneries, metal stamping extra; crosoting works; pile treating works.....	.025
Excelsior, iron, steel, copper, zinc, brass or lead articles or wares not otherwise specified; working in wood not otherwise specified; hardware; tile; brick; terra cotta; fire clay; pottery; earthen ware; porcelain ware; peat fuel; brickettes.....	.020
Breweries; bottling works; boiler works; foundries; machine shops not otherwise specified.....	.020
Cordage; working in foodstuffs, including oils, fruits and vegetables; working in wood, cloth, leather, paper, broom, brush, rubber or textiles not otherwise specified.....	.015

Making jewelry, soap, tallow, lard, grease, condensed milk.....	.015
Creameries; printing; electrotyping, photo-engraving; engraving; lithographing .....	.015

MISCELLANEOUS WORK.

Stevedoring; longshoring .....	.030
Operating stock yards, with or without railroad entry; packing houses .....	.025
Wharf operation; artificial ice, refrigerating or cold storage plants; tanneries; electric systems not otherwise specified....	.020
Theater stage employees.....	.015
Fire works manufacturing.....	.050
Powder works .....	.100

The application of this act as between employers and workmen shall date from and include the first day of October, 1911. The payment for 1911 shall be made prior to the last day named, and shall be preliminarily collected upon the payroll of the last preceding three months of operation. At the end of each year an adjustment of accounts shall be made upon the basis of the actual payroll. Any shortage shall be made good on or before February 1st, following. Every employer who shall enter into business at any intermediate day shall make his payment for the initial year or portion thereof before commencing operation; its amount shall be calculated upon his estimated payroll, an adjustment shall be made on or before February 1st of the following year in the manner above provided.

Preliminary payment on an estimated payroll required of new establishments, thereafter as assessed.

Special assessments on members of any class are required to be received at Olympia within 30 days from the date of the demand.

An establishment or business permanently dismantled or abandoned does not forfeit its "unearned premiums," but is entitled to a return of the excess payment by warrant against the Accident Fund. (Opinion Attorney General, Jan. 9, 1912.)

In computing a shortage at the end of any year the uncollected premiums demanded shall be construed assets, and only the balance of the shortage be demanded pro rata.

For the purpose of such payments accounts shall be kept with each industry in accordance with the classification herein provided, and no class shall be liable for the depletion of the accident fund from accidents happening in any other class. Each class shall meet and be liable for the accidents occurring in such class. There shall be collected from each class as an initial payment into the accident fund as above specified on or before the 1st day of October, 1911, one-fourth of the premium of the next succeeding year, and one-twelfth thereof at the close of each month after December, 1911: *Provided*, Any class having sufficient funds credited to its account at the end of the first three months or any month thereafter, to meet the requirements of the accident fund, that class shall not be called upon for such month. In case of accidents occurring in such class after lapsed payment or payments said class shall pay the said lapsed or deferred payments commencing at the first lapsed payment, as may be necessary to meet such requirements of the accident fund.

The provision for non-assessment of premium does not seem equitably to apply to owners and contractors in construction work (Classes 1 to 9, inclusive). Continuous monthly contribution is required to place operators in such work on the same competitive plane as to bidding, advance ordering of material, etc., each contract thus providing for its average quota of injuries.

Excess contributions collected on any estimated payroll over the proper premium on actual payroll, stand as a credit to the contributor at the end-of-the-year adjustment; such contributor is entitled to exhaust such credit before making further payments into the accident fund.

After December 31st of any year, whether the contributor operated at full capacity, with reduced force, on part time, or not at all, a credit found to exist is available for further assessments, or cash refund where the business ceases.

A new establishment shall contribute an initial premium on an estimated three months' payroll; but shall be omitted from the list specially assessed for such months, except on the difference between estimated and actual payrolls.

Where a new establishment comes into a class late in the year and assessments are made thereafter, reverting back to "the last lapsed month," as many calls on older establishments shall first be made as the number of months in the new firm's preliminary contribution before the new firm is assessed.

After December 31st of any year the actual payroll of each establishment shall be obtained and all contributions made during the year shall be adjusted to as many twelfths of such actual payrolls as there have been monthly assessments paid into the fund during the year.

The intent of the law is that each of the forty-seven funds be automatic and self-adjusting. The rate is fixed; time of payment varies with the need. The actual premium (percentage of payroll) cannot be determined in advance. The proviso here was inserted as an amendment to the original bill; the first paragraph of Sec. 4, so far as inconsistent, to be disregarded.

Whenever a special assessment is ordered on any particular class, the basis shall be the average monthly payroll determined by reports on file in the Commission's office.

The fund thereby created shall be termed the "accident fund," which shall be devoted exclusively to the purpose specified for it in this act.

In that the intent is that the fund created under this section shall ultimately become neither more nor less than self-supporting, exclusive of the expense of administration, the rates in this section named are subject to future adjustment by the legislature, and the classifications to rearrangement following any relative increase or decrease of hazard shown by experience.

It shall be unlawful for the employer to deduct or obtain any part of the premium required by this section to be by him paid from the wages or earnings of his workmen or any of them, and the making or attempt to make any such deduction shall be a gross misdemeanor.* If, after this act shall have come into operation, it is shown by experience under the act, because of poor or careless management, any establishment or work is unduly dangerous in comparison with other like establishments or works, the department may advance its classification of risks and premium rates in proportion to the undue hazard. In accordance with the same principle, any such increase in classification or premium rate, shall be subject to restoration to the schedule rate. Any such change in classification of risks or premium rates, or any change caused by change in the class of work, occurring during the year shall, at the time of the annual adjustment, be adjusted by the department in proportion to its duration in accordance with the schedule of this section. If, at the end of any year, it shall be seen that the contribution to the accident fund by any class of industry shall be less than the drain upon the fund on account of that class, the deficiency shall be made good to the fund on the 1st day of February of the following year by the employers of that class in proportion to their respective payments for the past year.

Contribution by employes to a Hospital Fund of an establishment not prohibited by this section; such funds to provide resident physicians in remote camps, and procure first aid and competent care in sickness and injury. See Secs. 12, 13, 24.

See *Wells v. Ferry-Baker Lumber Co.*, 57 Wash. 658; *Harding v. Ostrander Ry. & Timber Co.*, 64 Wash. 225; *Richardson v. Carbon Hill Coal Co.*, 10 Wash. 648.

For the purposes of such payment and making good of deficit the particular classes of industry shall be as follows:

*Gross misdemeanor—penalty, imprisonment in county jail not more than one year, or by a fine not to exceed one thousand dollars or both. Rem. & Bal. Code, Sec. 2267; Sec. 15, Chap. 249, Laws 1900. The workman contributes nothing under this act; see Sec. 24.

CONSTRUCTION WORK.

Where an establishment contributes as an operating concern under one class and afterwards performs construction work necessitating payment into funds of another class, the operating plant shut down meantime, transfer of credits on Commission's books will be made.

Class 1. Tunnels; sewer; shaft sinking; drilling wells.

Includes all underground work of whatever character in connection with sewer construction, includes tunneling and shafting and work at the entrance thereof; also such work in open trenches exceeding six feet in depth, but not "excavations" as hereinafter defined.

"Excavations," rate 4 per cent: Ditches less than six feet deep; where deeper than six feet, width must exceed half of depth.

Class 2. Bridges; mill righting; trestles; steeples, towers or grain elevators not metal framed; tanks; water towers, windmills not metal framed.

Includes assembling of parts and erection; construction of concrete bridge piers, rate $6\frac{1}{2}$ per cent; excludes fabrication, manufacture.

Class 3. Sub-aqueous works; canal other than irrigation or docks with or without blasting; pile driving; jetties; breakwaters; marine railways.

Includes dock excavations, $6\frac{1}{2}$ per cent. Ditches and canals, other than irrigation without blasting, rate $6\frac{1}{2}$ per cent, where deeper than six feet and in width less than half of depth.

Steam shovel excavation in the dry bed of a canal construed "excavations not otherwise specified," Class 1, rate 4 per cent.

Class 4. House moving; house wrecking; safe moving.

Class 5. Iron or steel frame structures or parts of structures; fire escapes; erecting fireproof doors or shutters; blast furnaces; concrete chimneys; freight or passenger elevators; fireproofing of buildings; galvanized iron or tin work; marble, stone or brick work; roof work; slate work; plumbing work; metal smokestacks or chimneys; advertising signs; ornamental metal work in buildings; carpenter work not otherwise specified; marble, stone or tile setting; mantel setting; metal ceiling work; painting of buildings or structures; concrete laying in floors or foundations; glass setting; building hot houses; lathing; paper hanging; plastering; wooden stair building.

Includes building metal, concrete or brick chimneys, 5 per cent; construction of concrete buildings and tearing forms from walls, 5 per cent; outside plumbing, rate 5 per cent, includes "roughing in," and side sewer work, except where underground; inside plumbing, 2 per cent, includes installation of bath tubs, etc. Concreting piling of docks and trestles with hydraulic apparatus, 3 per cent; application of cold wall surfacing composition, 2 per cent; hot flooring compositions, 3 per cent; building coke ovens, 3 per cent.

Excludes iron or steel bridge construction (Class 2), $6\frac{1}{2}$ per cent.

Class 6. Electric light and power plants or systems, telegraph or telephone systems; cable or electric railways with or without rock work or blasting; water works or systems; steam heating plants; gas works or systems; installation of steam boilers or engines; placing wires in conduits; installing dynamos; putting up belts for machinery; installation of automatic sprinklers; covering steam pipes or boilers; installation of machinery not otherwise specified; installing electrical apparatus or fire alarm systems in buildings; house heating or ventilating systems.

Includes placing wire in conduit at 3 per cent; blasting, 5 per cent; installing furnaces in residences, etc., 2 per cent; installation of machinery includes foundations for same; installation of gas machines after erection of tanks and buildings are complete, rate 3 per cent.

Class 7. Steam railroads; logging railroads.

Includes operation of logging and other railroads, 5 per cent.

The 5 per cent rate for railroad construction covers light and heavy risks without segregation; except that tunnel work be rated in Class 1 at $6\frac{1}{2}$ per cent.

Class 8. Road making; street or other grading; concrete laying in street paving; asphalt laying.

Includes road-making with blasting, 5 per cent; concrete sidewalk laying, 3 per cent; plank road, street or sidewalk construction or repair, 2 per cent; new road grading, including clearing (without blasting), 2 per cent; brick or block paving and repair, 2 per cent. *Includes* city, county and state engineers engaged in field work.

Excludes maintenance of dirt roads without scrapers or machines.

Class 9. Ship or boat building with scaffold; ship wrighting; ship or boat rigging; floating docks.

Class 9 construed as continuously operating plants or factories instead of construction or contracting enterprises, and exempt from automatic continuous monthly assessment.

Includes construction of drydocks without excavation, 5 per cent.

Small boat building work without scaffolds, "Carpenter work, n. o. s." Class 5, 3½ per cent.

OPERATIONS (INCLUDING REPAIR WORK) OF

Class 10. Logging; saw mills; shingle mills; lath mills; masts and spars with or without machinery.

Includes pilers, manual laborers and planers on sawmill premises, and teamsters; stump-pulling with donkey engines, 2½ per cent; booming logs or driving ties, 2½ per cent; clearing land with blasting, 5 per cent. *Includes* operation of wood saws.

Premiums on tallymen checking foreign lumber shipments at various mills to be paid direct by Pacific Lumber Inspection Bureau.

Excludes retail lumber yards operating without machinery.

"Class 11." omitted by the legislature.

Class 12. Dredges; dry or floating docks.

Class 13. Electric light or power plant or systems; steam heat or power plants or systems; electric systems not otherwise specified.

Excludes elevators and individual steam heating plants in office buildings, hotels, apartment houses, residences, retail and wholesale stores. (Opinion Attorney General, Sept. 8, 1911.)

Class 14. Street railways.

Includes interurban electric railroads, with third rail, 5 per cent; without third rail, 4 per cent.

Class 15. Telegraph systems; telephone systems.

Includes line and repair work.

Excludes telephone and telegraph operators.

Class 16. Coal mines.

Excludes office force only.

Shaft sinking in rock formation, in connection with mining operations, Class 1, 6 per cent.

Class 17. Quarries; stone crushing; mines other than coal.

Excludes teamsters, hauling gravel not subjected to cave-in hazard or in contact with machinery.

Includes stone cutting when such operations are conducted on territory contiguous to and subject to quarry operation hazard.

Class 18. Blast furnaces; smelters; rolling mills.

Class 19. Gas works.

Excludes meter readers, complaint men, solicitors, store room employees, and chauffeurs.

Class 20. Steamboats; tugs; ferries.

Admiralty Jurisdiction. See Sec. 18, note.

, Steamboats on Lake Washington, construed engaged in traffic on interstate waters, and outside this Commission's jurisdiction.

A seaman under contract with a ship outside the scope of this act.

Class 21. Grain elevators.

Includes flouring mills, 2 per cent; grain warehouses, chop and feed mills, 2 per cent.

Excludes threshing machine and hay baling outfits; merchandise warehouses without machinery.

Class 22. Laundries.

Excludes office force and drivers only.

Excludes hand laundries. See Sec. 2.

- Class 23. Water works.
- Class 24. Paper or pulp mills.
- Class 25. Garbage works; fertilizer.

FACTORIES (USING POWER-DRIVEN MACHINERY).

- Class 26. Stamping tin or metal.
- Class 27. Bridge work; making steam shovels or dredges; tanks; water towers.
- Class 28. Railroad car or locomotive making or repairing.
- Class 29. Cooperage; staves; veneer; box; packing cases; sash, door or blinds; barrel; keg; pail; basket; tub; wood ware or wood fibre ware; kindling wood; excelsior; working in wood not otherwise specified.
 - Includes* planers, if independently operated, 2½ per cent.
 - Excludes* teamsters in fuel yards not working around machines.
- Class 30. Asphalt.
- Class 31. Cement; stone with or without machinery; building material not otherwise specified.
 - Includes* operation of gravel bunkers, lime burning, cutting paving blocks, rate 2½ per cent; manufacture of paints and oils, 2½ per cent.
- Class 32. Canneries of fruits or vegetables.
- Class 33. Canneries of fish or meat products.
 - Includes* manufacturing dogfish oil, 2½ per cent; contract work with third parties for pack at flat rate per case, Oriental or white labor, factory owner ruled primarily responsible.
- Class 34. Iron, steel, copper, zinc, brass or lead articles in wares; hardware; boiler works; foundries; machine shops not otherwise specified.
 - Includes* beveling glass, rate 2½ per cent; sheet metal and tin shops, whether equipped with hand, foot or mechanical power.
- Class 35. Tile; brick; terra cotta; fire clay; pottery; earthen ware; porcelain ware.
 - Includes* manufacture glass jars, insulators, etc.
- Class 36. Peat fuel; brickettes.
- Class 37. Breweries; bottling works.
 - Includes* brewery teamsters and helpers, manufacture of ammonia and alcohol, 2 per cent.
- Class 38. Cordage; working in wool, cloth, leather, paper, brush, rubber or textile not otherwise specified.
 - Includes* broom-making, 1½ per cent.
- Class 39. Working in foodstuffs, including oils, fruits, vegetables.
 - Includes* candy and cracker factories, excluding only drivers and office force.
- Class 40. Condensed milk; creameries.
- Class 41. Printing; electrotyping; photo-engraving; engraving; lithographing; making jewelry.
 - Includes* linotype compositors, proofreaders and foremen in room with machinery or shafting; errand boys.
 - Excludes* bookkeepers and office force, hand engravers not in room with machinery.
- Class 42. Stevedoring; longshoring; wharf operation.
 - Loaders and unloaders of tramp ships and other vessels, entitled to compensation from the funds of Class 42 when injured, even where owner or master has evaded contribution to the fund. See Sec. 18.
- Class 43. Stock yards; packing houses; making soap, tallow, lard, grease; tanneries.
 - Includes* teaming in connection with stock yards and packing houses.
 - Excludes* retail meat markets and delivery wagons.
- Class 44. Artificial ice, refrigerating or cold storage plants.
 - Includes* ice wagon drivers and helpers.
 - Excludes* refrigerators of retail meat markets, etc.
- Class 45. Theater stage employees.
 - Excludes* moving picture operators.

Class 46. Fire works manufacturing; powder works.

Class 47. Creosoting works; pile treating works.

Class 48 created August 14, 1911. Includes all funds derived "elective non-hazardous" employments.

If a single establishment or work comprises several occupations listed in this section in different risk classes, the premium shall be computed according to the payroll of each occupation if clearly separable; otherwise an average rate of premium shall be charged for the entire establishment, taking into consideration the number of employees and the relative hazards. If an employer besides employing workmen in extra hazardous employment shall also employ workmen in employment not extra hazardous, the provisions of this act shall apply only to the extra hazardous departments and employments and the workmen employed therein. In computing the payroll the entire compensation received by every workman employed in extra hazardous employment shall be included, whether it be in the form of salary, wage, piece work, overtime, or any allowance in the way of profit-sharing, premium or otherwise, and whether payable in money, board, or otherwise.

The hazard of the business or enterprise determines the application of the act rather than the degree of hazard which the individual workman is subjected to. Hazardous departments are the unit of contribution, even though embracing employees rarely in danger of injury. (Opinion Attorney General, Sept. 8, 1911.)

Ruled outside the scope of the act: Operation and maintenance of elevators and individual steam heating plants in office buildings, hotels, apartment houses, residences, retail stores, etc. Farm hands grubbing stumps even with blasting powder as an incident to the business of farming, not within the act.

Contributions made under misapprehension of the scope of this act will be promptly refunded.

The premium of any establishment given an average rate is credited *pro rata* to the respective classes represented by the department payrolls.

Bonus system prevailing in connection with logging operations are regarded as additional compensation to employees and should be added to the payroll.

SEC. 5. Schedule of Awards.

Each workman who shall be injured whether upon the premises or at the plant, or, he being in the course of his employment, away from the plant of his employer, or his family or dependents in case of death of the workman, shall receive out of the accident fund compensation in accordance with the following schedule, and, except as in this act otherwise provided, such payment shall be in lieu of any and all rights of action whatsoever against any person whomsoever.

Compensation is payable whenever four facts appear, namely:

- (1) The business of the employees was within the scope of this act;
- (2) The employee was injured;
- (3) Such injury occurred out of and incidental to his employment;
- (4) Such injury was not caused by wilful misconduct. It makes no difference whose fault it was or who was to blame. It is sufficient that the industry caused the injury.

The finding of the department of the non-existence of any one of the facts above enumerated would result in the denial of an award, and in such case an appeal is allowed, as provided in section 20.

COMPENSATION SCHEDULE.

(a) Where death results from the injury the expenses of burial shall be paid in all cases, not to exceed \$75.00 in any case, and,

(1) If the workman leaves a widow or invalid widower, a monthly payment of \$20.00 shall be made throughout the life of the surviving spouse, to cease at the end of the month in which remarriage shall occur; and the surviving spouse shall also receive \$5.00 per month for each child of the deceased under the age of sixteen years at time of the occurrence of the injury until such minor child shall reach the age of sixteen years, but the total monthly payment under this paragraph (1) of subdivision (a) shall not exceed \$35.00. Upon remarriage of a

widow she shall receive, once and for all, a lump sum equal to twelve times her monthly allowance, viz., the sum of \$240.00, but the monthly payment for the child or children shall continue as before.

The regular "pension roll" is certified to the State Auditor for payment the 15th of each month.

(2) If the workman leaves no wife or husband, but a child or children under the age of sixteen years, a monthly payment of \$10.00 shall be made to each such child until such child shall reach the age of sixteen years, but the total monthly payment shall not exceed \$35.00, and any deficit shall be deducted proportionately among the beneficiaries.

(3) If the workman leaves no widow, widower or child under the age of sixteen years, but leaves a dependent or dependents, a monthly payment shall be made to each dependent equal to fifty per cent of the average monthly support actually received by such dependent from the workman during the twelve months next preceding the occurrence of the injury, but the total payment to all dependents in any case shall not exceed \$20.00 per month. If any dependent is under the age of sixteen years at the time of the occurrence of the injury, the payment to such dependent shall cease when such dependent shall reach the age of sixteen years. The payment to any dependent shall cease if and when, under the same circumstances, the necessity creating the dependency would have ceased if the injury had not happened.

If the workman is under the age of twenty-one years and unmarried at the time of his death, the parents or parent of the workman shall receive \$20.00 per month for each month after his death until the time at which he would have arrived at the age of twenty-one years.

The rule existing at the time of the passage of this act was that parents of a minor workman were not entitled to damages for his death, even though actually dependent, recovery being limited to the loss of his services during minority. The above provision is the exclusive compensation to be allowed for the death of an unmarried minor workman. (Opinion Attorney General, Jan. 9, 1912.)

The reserve to be set apart under this provision is the present value of the series of monthly payments to be made. *Ibid.*

(4) In the event a surviving spouse receiving monthly payments shall die, leaving a child or children under the age of sixteen years, the sum he or she shall be receiving on account of such child or children shall be thereafter, until such child shall arrive at the age of sixteen years, paid to the child increased 100 per cent, but the total to all children shall not exceed the sum of \$35.00 per month.

(b) Permanent total disability means the loss of both legs or both arms, or one leg and one arm, total loss of eyesight, paralysis or other condition permanently incapacitating the workman from performing any work at any gainful occupation.

When permanent total disability results from the injury the workman shall receive monthly during the period of such disability:

(1) If unmarried at the time of the injury, the sum of \$20.00.

(2) If the workman have a wife or invalid husband, but no child under the age of sixteen years, the sum of \$25.00. If the husband is not an invalid, the monthly payment of \$25.00 shall be reduced to \$15.00.

(3) If the workman have a wife or husband and a child or children under the age of sixteen years, or, being a widow or widower, have any such child or children, the monthly payment provided in the preceding paragraph shall be increased by five dollars for each such child until such child shall arrive at the age of sixteen years, but the total monthly payment shall not exceed thirty-five dollars.

(c) If the injured workman die during the period of permanent total disability, whatever the cause of death, leaving a widow, invalid widower or child under the age of sixteen years, the surviving widow

or invalid widower shall receive twenty dollars per month until death or remarriage, to be increased five dollars per month for each child under the age of sixteen years until such child shall arrive at the age of sixteen years; but if such child is or shall be without father or mother, such child shall receive ten dollars per month until arriving at the age of sixteen years. The total combined monthly payment under this paragraph shall in no case exceed thirty-five dollars. Upon remarriage the payments on account of a child or children shall continue as before to the child or children.

(d) When the total disability is only temporary, the schedule of payment contained in paragraphs (1), (2) and (3) of the foregoing subdivision (b) shall apply so long as the total disability shall continue, increased 50 per cent for the first six months of such continuance, but in no case shall the increase operate to make the monthly payment exceed sixty per cent of the monthly wage (the daily wage multiplied by twenty-six) the workman was receiving at the time of his injury. As soon as recovery is so complete that the present earning power of the workman, at any kind of work, is restored to that existing at the time of the occurrence of the injury, the payments shall cease. If and so long as the present earning power is only partially restored the payments shall continue in the proportion which the new earning power shall bear to the old. No compensation shall be payable out of the accident fund unless the loss of earning power shall exceed five per cent.

MAXIMUM MONTHLY AWARDS UNDER SEC. 5, PARAGRAPH (d).

(For first six months. In no case to exceed 60% of monthly wage.)

INJURED WORKMAN	No child	One child	Two children	3 or more children
Having able-bodied husband	\$22 50	\$30 00	\$37 50	\$45 00
Unmarried.....	30 00			
Having wife or invalid husband.....	37 50	45 00	52 50	52 50
Widow or widower.....	30 00	37 50	45 00	52 50

1 DAY'S AWARD, BASED ON MONTH OF 26 WORKING DAYS.

\$15 00	\$20 00	\$22 50	\$25 00	\$30 00	\$35 00	\$37 50	\$45 00	\$52 50
\$0 58	\$0 77	\$0 87	\$0 96	\$1 15	\$1 35	\$1 44	\$1 73	\$2 02

To establish a valid claim under this section the injured workman need not be so helpless as to require the assistance of a nurse, but there must be professional certification of his being entirely incapable of doing any gainful work for a period of time resulting in a loss of not less than 5 per cent of his monthly wage.

Awards under this paragraph for a temporary period, paid monthly or otherwise, not to be deducted from awards for dismemberment or "permanent partial disability" provided in subdivision (f). (Opinion Attorney General, Dec. 12, 1911.)

The award of 50 per cent increase over the rates scheduled in subdivision (b) may be paid monthly or at the termination of the disability. *Ibid.*

(e) For every case of injury resulting in death or permanent total disability it shall be the duty of the department to forthwith notify the State Treasurer, and he shall set apart out of the accident fund a sum of money for the case, to be known as the estimated lump value of the monthly payments provided for it, to be calculated upon the

theory that a monthly payment of twenty dollars, to a person thirty years of age, is equal to a lump sum payment, according to the expectancy of life as fixed by the American Mortality Table, of four thousand dollars, but the total in no case to exceed the sum of four thousand dollars. The State Treasurer shall invest said sum at interest in the class of securities provided by law for the investment of the permanent school fund, and out of the same and its earnings shall be paid the monthly installment and any lump sum payment then or thereafter arranged for the case. Any deficiency shall be made good out of, and any balance or overplus shall revert to the accident fund. The State Treasurer shall keep accurate account of all such investments of the accident fund, and may borrow from the main fund to meet monthly payments pending conversion into cash of any security, and in such case shall repay such temporary loan out of the cash realized from the security.

"The industries of today shall provide for the accidents of today." The reserve to guarantee the continuance of the pensions provided, "set apart for a beneficiary over thirty years of age, should be the proportionate part of \$4,000, determined by the relation of the expectancy of the life of the beneficiary to the expectancy of one thirty years of age." (Opinion Attorney General, Jan. 9, 1912.)

To the reserve of a widow is added a reserve for children under 16, but not to exceed \$4,000 set apart "for the case." *Ibid.*

Expectancy of life: Age 30, 35.33 years; 40, 28.18 years; 50, 20.91 years; 60, 14.10 years; 70, 8.48 years.

See complete table of expectancy and reserves in Annual Report.

See Insurance Code, Sec. 92, Chap. 49, Laws 1911.

When the funds of any particular class are insufficient to pay an award this Commission will certify and the State Auditor issue warrants to be cashed by the individual employer. See Sec. 26.

Payment of warrants by employer, see Sec. 26.

Where a class has insufficient funds to permit the setting aside of the proper reserve, pension payment shall nevertheless be paid so long as any funds are available in the class. In such a case monthly assessments shall be called until a reasonable fund is accumulated.

(f) Permanent partial disability means the loss of either one foot, one leg, one hand, one arm, one eye, one or more fingers, one or more toes, any dislocation where ligaments are severed, or any other injury known in surgery to be permanent partial disability. For any permanent partial disability resulting from an injury, the workman shall receive compensation in a lump sum in an amount equal to the extent of the injury, to be decided in the first instance by the department, but not in any case to exceed the sum of \$1,500. The loss of one major arm at or above the elbow shall be deemed the maximum permanent partial disability. Compensation for any other permanent partial disability shall be in the proportion which the extent of such disability shall bear to the said maximum. If the injured workman be under the age of twenty-one years and unmarried, the parents or parent shall also receive a lump sum payment equal to ten per cent of the amount awarded the minor workman.

Awards hereunder dependent upon surgical discharge and proofs when the extent of the injury is determined. See Subd. (d). A lump sum will not be paid when total disability is probable, but monthly allowances under (d).

Awards made under this section are according to a surgical scale of relative impairment of earning capacity. Previous wages or specialized value of lost members cannot be considered. While the workman may not get full "compensation," he will *always* get some compensation, without expense to him and at a time when he most needs it.

For complete established scale under this subdivision see Annual Report.

(g) Should a further accident occur to a workman already receiving a monthly payment under this section for a temporary disability, or who has been previously the recipient of a lump sum payment under this act, his future compensation shall be adjusted according to the other provisions of this section and with regard to the combined effect of his injuries, and his past receipt of money under this act.

(h) If aggravation, diminution or termination of disability takes place or be discovered after the rate of compensation shall have been established or compensation terminated in any case the department may, upon the application of the beneficiary or upon its own motion, readjust for future application the rate of compensation in accordance with the rules in this section provided for the same, or in a proper case terminate the payments.

(i) A husband or wife of an injured workman, living in a state of abandonment for more than one year at the time of the injury or subsequently, shall not be a beneficiary under this act.

Payments provided in subdivisions (b) and (d) modified when the above family condition exists.

A divorced man paying alimony construed single. (Opinion of Attorney General, May 16, 1912, p—.)

(j) If a beneficiary shall reside or remove out of the state the department may, in its discretion, convert any monthly payments provided for such case into a lump sum payment (not in any case to exceed \$4,000.00) upon the theory, according to the expectancy of life as fixed by the American Mortality Table, that a monthly payment of \$20.00 to a person thirty years of age is worth \$4,000.00, or, with the consent of the beneficiary, for a smaller sum.

See Sec. 7, note.

(k) Any court review under this section shall be initiated in the county where the workman resides or resided at the time of the injury, or in which the injury occurred.

Sec. 6. *Intentional Injuries—Status of Minors.*

If injury or death results to a workman from the deliberate intention of the workman himself to produce such injury or death, neither the workman nor the widow, widower, child or dependent of the workman shall receive any payment whatsoever out of the accident fund. If injury or death result to a workman from the deliberate intention of his employer to produce such injury or death, the workman, the widow, widower, child or dependent of the workman shall have the privilege to take under this act, and also have cause of action against the employer, as if this act had not been enacted, for any excess of damages over the amount received or receivable under this act.

A minor working at an age legally permitted under the laws of this state shall be deemed *sui juris* for the purpose of this act, and no other person shall have any cause of action or right to compensation for an injury to such minor workman except as expressly provided in this act, but in the event of a lump sum payment becoming due under this act to such minor workman, the management of the sum shall be within the probate jurisdiction of the courts the same as other property of minors.

Where lump sums awarded amount to a sufficient fund to reasonably justify investment, a guardian to be appointed.

Sec. 7. *Conversion Into Lump Sum Payment.*

In case of death or permanent total disability the monthly payment may be converted, in whole or in part, into a lump sum payment (not in any case to exceed \$4,000.00), on the theory, according to the expectancy of life as fixed by the American Mortality Table, that a monthly payment of \$20.00 to a person thirty years of age is worth the sum of \$4,000.00, in which event the monthly payment shall cease in whole or in part accordingly or proportionately. Such conversion may only be made after the happening of the injury and upon the written application of the beneficiary (in case of minor children, the application may be by either parent) to the department, and shall rest in the discretion of the department. Within the rule aforesaid the amount and

value of the lump sum payment may be agreed upon between the department and the beneficiary.

The power here given to the department will, as a matter of policy, be seldom exercised, as in practically all cases it is better for the beneficiaries to receive the award to which they are entitled in installments at stated intervals, rather than in a lump sum. The reasons for this are obvious.

If part of a reserve be converted into a lump sum, the pension to be reduced proportionately.

SEC. 8. *Defaulting Employers.*

If any employer shall default in any payment to the accident fund hereinbefore in this act required, the sum due shall be collected by action at law in the name of the state as plaintiff, and such right of action shall be in addition to any other right of action or remedy. In respect to any injury happening to any of his workmen during the period of any default in the payment of any premium under section 4, the defaulting employer shall not, if such default be after demand for payment, be entitled to the benefits of this act, but shall be liable to suit by the injured workman (or the husband, wife, child or dependent of such workman in case death result from the accident), as he would have been prior to the passage of this act.

In case the recovery actually collected in such suit shall equal or exceed the compensation to which the plaintiff therein would be entitled under this act, the plaintiff shall not be paid anything out of the accident fund; if the said amount shall be less than such compensation under this act, the accident fund shall contribute the amount of the deficiency. The person so entitled under the provisions of this section to sue shall have the choice (to be exercised before suit) of proceeding by suit or taking under this act. If such person shall take under this act, the cause of action against the employer shall be assigned to the state for the benefit of the accident fund. In any suit brought upon such cause of action the defense of fellow servant and assumption of risk shall be inadmissible, and the doctrine of comparative negligence shall obtain. Any such cause of action assigned to the state may be prosecuted or compromised by the department in its discretion. Any compromise by the workman of any such suit, which would have a deficiency to be made good out of the accident fund, may be made only with the written approval of the department.

The defaulting employer cannot avail himself of the "common law" defenses, which have been so effective in defeating personal claims heretofore, where the fact of the injury to his employee is not contested.

These defenses now abolished, commonly referred to as "contributory negligence," "assumption of risk," and "fellow servant rule," are:

1. That the employee was not, when injured, in the exercise of due care, or was guilty of contributory negligence;
2. That the injury received by the employee was one of the ordinary risks incident to the contract of employment;
3. That the injury was the result of the negligence of a fellow servant.

It will thus be seen that by the common law rule the employee assumes all of the ordinary risks incident to his employment, and that his employer is only liable when he is guilty of negligence and the employee is wholly free from negligence, and his injury was not caused by the negligence of a fellow servant.

Under this section employers who have not contributed to the state insurance fund are deprived of the common law defenses, and it would seem that the only effective defense available in an action for damages for an alleged injury occurring to an employee in the course of his employment would be that no injury in fact had been sustained, or that the injury received was self-inflicted or that the employer was himself free from fault. The amount of the recovery should be determined by the "comparative negligence" of all parties.

See 16th Amer. & Eng. Annotated Cases, Note, pp. 8-56; *Earl A. Sullivan v. Commercial Laundry Co.* (Superior Court, Spokane, 1912.)

The injured employee, once having exercised his option, the decision is final and may not be withdrawn.

Injured employees of defaulting employer to be compensated even where employer fails or refuses to report.

An injured employe of a defaulting employer may receive award for injuries, even though excluded from payroll; demand on employer or listing the workman is not a condition to payment. (Opinion Attorney General, Feb. 1, 1912, p—.)

A settlement made by an employer and giving of a release by the injured workman bars a claim by such workman on the accident fund.

Where interest or costs are obtained in connection with delinquent assets, the class to which the delinquent contributes shall be credited with same on general account.

Sec. 9. *Employer's Responsibility for Safeguard.*

If any workman shall be injured because of the absence of any safeguard or protection required to be provided or maintained by, or pursuant to, any statute or ordinance, or any departmental regulation under any statute, or be, at the time of the injury, of less than the maximum age prescribed by law for the employment of a minor in the occupation in which he shall be engaged when injured, the employer shall, within ten days after demand therefor by the department, pay into the accident fund, in addition to the same required by section 4 to be paid:

(a) In case the consequent payment to the workman out of the accident fund be a lump sum, a sum equal to 50 per cent. of that amount.

(b) In case the consequent payment to the workman be payable in monthly payments, a sum equal to 50 per cent of the lump value of such monthly payment, estimated in accordance with the rule stated in section 7.

A boy under 14 years of age, or a girl under 16 years, may not be employed in dangerous trades without written permit from superior court. (Sec. 2447, Rem. & Bal. Code.) Children under 15 may not be so employed while school is in session. (Sec. 4715, Rem. & Bal. Code.)

See Sec. 30 herein. Sec. 2446, Rem. & Bal. Code, ruled not applicable to factories.

The foregoing provisions of this act shall not apply to the employer if the absence of such guard or protection be due to the removal thereof by the injured workman himself or with his knowledge by any of his fellow workmen, unless such removal be by order or direction of the employer or superintendent or foreman of the employer, or any one placed by the employer in control or direction of such workman. If the removal of such guard or protection be by the workman himself or with his consent by any of his fellow workmen, unless done by order or direction of the employer or the superintendent or foreman of the employer, or any one placed by the employer in control, or direction of such workman, the schedule of compensation provided in section 5 shall be reduced 10 per cent. for the individual case of such workman.

Sec. 10. *Exemption of Awards.*

No money paid or payable under this act out of the accident fund shall, prior to issuance and delivery of the warrant therefor, be capable of being assigned, charged, nor ever be taken in execution or attached or garnished, nor shall the same pass to any other person by operation of law. Any such assignments or charge will be void.

This action is necessary in order to protect the injured employe and his dependents. If the claim were made assignable he could sell it for a small sum, and thus deprive his dependents of benefits to which they are entitled. The compensation also is made exempt from his debts on the same principle that wages now are made exempt. The justice and fairness of this should be conceded by all.

Sec. 11. *Non-Waiver of Act by Contract.*

No employer or workman shall exempt himself from the burden or waive the benefits of this act by any contract, agreement, rule or regulation, and any such contract, agreement, rule or regulation shall be *pro tanto* void.

SEC. 12. Filing Claim for Compensation.

(a) Where a workman is entitled to compensation under this act he shall file with the department, his application for such, together with the certificate of the physician who attended him, and it shall be the duty of the physician to inform the injured workman of his rights under this act and to lend all necessary assistance in making this application for compensation and such proof of other matters as required by the rules of the department without charge to the workman.

Claimant for compensation must prove:

1. The employer's business was extra hazardous within the meaning of the act;

2. An accident occurred injuring the claimant while performing his duty in such employment;

3. That the injuries resulted in wholly or partly impairing his earning power at any gainful work.

The duration of disability, if temporary, or the character, if permanent, must, except in rare cases, be proven by report of a licensed physician or surgeon.

The physician's report is a duty to the state; no payment is allowed therefor. Charge for professional services rendered a workman is his personal debt, unless the employer contracted to pay the same. See Sec. 24, 4, 7.

When a claimant is unable to furnish proof of the magnitude of an injury sustained by the detailed report of a competent attending physician who made examination of the resulting physical condition within a reasonable time after an accident, the Commission will not open the door to fraud by making an award unless the injury is of such continuing and serious character that a State Surgical Examiner has been able to make a full and satisfactory special report thereon.

(b) Where death results from injury the parties entitled to compensation under this act, or some one in their behalf, shall make application for the same to the department, which application must be accompanied with proof of death and proof of relationship showing the parties to be entitled to compensation under this act, certificates of attending physician, if any, and such other proof as required by the rules of the department.

(c) If change of circumstances warrant an increase or rearrangement of compensation, like application shall be made therefor. No increase or rearrangement shall be operative for any period prior to application therefor.

(d) No application shall be valid or claim thereunder enforceable unless filed within one year after the day upon which the injury occurred or the right thereto accrued.

All blanks necessary in the judgment of the department for the administration of the law are furnished free of cost to all employers and employees coming within the purview of the act.

SEC. 13. Medical Examinations.

Any workman entitled to receive compensation under this act is required, if requested by the department, to submit himself for medical examination at a time and from time to time at a place reasonably convenient for the workman and as may be provided by the rules of the department. If the workman refuses to submit to any such examination, or obstructs the same, his rights to monthly payments shall be suspended until such examination has taken place, and no compensation shall be payable during or for account of such period.

Refusal to submit to examination where a lump sum award is anticipated will be *prima facie* for rejection of claim which may be filed within the year.

SEC. 14. Notice of Accident.

Whenever any accident occurs to any workman it shall be the duty of the employer to at once report such accident and the injury resulting therefrom to the department, and also to any local representative of the department. Such report shall state:

1. The time, cause and nature of the accident and injuries, and the probable duration of the injury resulting therefrom.

2. Whether the accident arose out of or in the course of the injured person's employment.

3. Any other matters the rules and regulations of the department may prescribe.

"Every person who, after due notice, shall refuse or neglect to make or furnish any statement, report or information lawfully required of him by any public officer, or who, in such statement, report or information, shall make any willfully untrue, misleading or exaggerated statement, or who shall willfully hinder, delay or obstruct any public officer in the discharge of his official powers or duties, shall be guilty of a misdemeanor." Rem. & Bal. Code, Sec. 2872; Sec. 420, Chap. 249, Laws 1909.

SEC. 15. *Inspection of Employer's Books.*

The books, records and payrolls of the employer pertinent to the administration of this act shall always be open to inspection by the department or its traveling auditor, agent, or assistant, for the purpose of ascertaining the correctness of the payroll, the men employed, and such other information as may be necessary for the department and its management under this act. Refusal on the part of the employer to submit said books, records and payrolls for such inspection to any member of the Commission, or any assistant presenting written authority from the Commission, shall subject the offending employer to a penalty of one hundred dollars for each offense, to be collected by civil action in the name of the state and paid into the accident fund, and the individual who shall personally give such refusal shall be guilty of a misdemeanor.

Misdemeanor—Penalty, imprisonment in county jail not to exceed 90 days, or by a fine not to exceed \$250.00. Rem. & Bal. Code, Sec. 2286; Sec. 14, Chap. 249, Laws 1909.

SEC. 16. *Penalty for Misrepresentation as to Payroll.*

Any employer who shall misrepresent to the department the amount of payroll upon which the premium under this act is based shall be liable to the state in ten times the amount of the difference in premium paid and the amount the employer should have paid. The liability to the state under this section shall be enforced in a civil action in the name of the state. All sums collected under this section shall be paid into the accident fund.

SEC. 17. *Public and Contract Work.*

Whenever the state, county or any municipal corporation shall engage in any extra hazardous work in which workmen are employed for wages, this act shall be applicable thereto. The employer's payments into the accident fund shall be made from the treasury of the state, county or municipality. If said work is being done by contract, the payroll of the contractor and the sub-contractor shall be the basis of computation, and in the case of contract work consuming less than one year in performance the required payment into the accident fund shall be based upon the total payroll. The contractor and any sub-contractor shall be subject to the provisions of the act, and the state for its general fund, the county or municipal corporation shall be entitled to collect from the contractor the full amount payable to the accident fund, and the contractor, in turn, shall be entitled to collect from the sub-contractor his proportionate amount of the payment. The provisions of this section shall apply to all extra hazardous work done by contract, except that in private work the contractor shall be responsible primarily and directly, to the accident fund for the proper percentage of the total payroll of the work and the owner of the property affected by the contract shall be surety for such payments. Whenever and so long as, by state law, city charter or municipal ordinance, provision is made for municipal employes, injured in the course of

employment, such employees shall not be entitled to the benefits of this act and shall not be included in the payroll of the municipality under this act.

Payments into the accident fund to be made out of the treasury of the city, county, school, port or drainage district; abstracts of contractors' payrolls, as well as of the direct employees in hazard, to be forwarded to the department monthly. The public corporation is entitled to (if it so elect) to recoup from the contractor. Contractors in such work required to file payrolls monthly with the city, etc.

No distinction in rate of assessments can be made between contractors, or others, in public or private work. The same premium and necessity of contribution apply, determined by the payroll of employees, hazard, accident experience of the class, and sound discretion of the department.

District auditors of the Commission will endeavor to audit payrolls of city contractors quarterly in addition to making final audit when the Commission is notified of the completion of a public contract.

Contractors engaged in work for the federal government: Where the United States acquired land by purchase for its own use, this act is not applicable to such works and occupations as may be carried on within the confines of such land. (Opinion Attorney General, Sept. 20, 1911.)

An expert rendering service at time rates is an independent contractor only where he fixes the conditions of work and hazard.

Regular employees of the state working upon state highways come within the act. Convicts from the different state penal institutions are not engaged under any contract of employment within the meaning of the act, and do not come within the provisions of the same. (Opinion Attorney General, Sept. 17, 1913.)

Employers under civil service appointment are not under the act.

SEC. 18. Interstate Commerce.

The provisions of this act shall apply to employers and workmen engaged in intrastate and also in interstate or foreign commerce, for whom a rule of liability or method of compensation has been or may be established by the Congress of the United States, only to the extent that their mutual connection with intrastate work may and shall be clearly separable and distinguishable from interstate or foreign commerce, except that any such employer and any of his workmen working only in this state may, with the approval of the department, and so far as not forbidden by any act of Congress, voluntarily accept the provisions of this act by filing written acceptances with the department. Such acceptances, when filed with and approved by the department, shall subject the acceptors irrevocably to the provisions of this act to all intents and purposes as if they had been originally included in its terms. Payment of premiums shall be on the basis of the payroll of the workmen who accept as aforesaid.

ADMIRALTY JURISDICTION.

"The state legislature is without power to prescribe an exclusive remedy," where an injured seaman has the right of relief in admiralty. Act limited in compulsory operation "to vessels operating upon the navigable waters of the state without any navigable outlet to any other state or country." (Opinion Attorney General, Oct. 28, 1911); *The Genesee Chief*, 12 How. 457; *West v. Martin*, 51 Wash. 85.

Loading or unloading at wharf, see *The Mary Garrett*, 63 Fed. 1011; *Herman v. Port Blakely Mill Co.*, 69 Fed. 646.

Campbell v. Hackfeld & Co., 62 C. C. A., 174. (Ninth Circ. 1903.)

INTERSTATE COMMERCE.

In the opinion of this Commission railroad construction for an interstate carrier is under the state's jurisdiction, whether the work be performed by a railroad company's own employees or by contract; such construction work does not become interstate commerce until turned over to the actual use of interstate trade.

Operation and repair including incidental replacements and betterments covered by the Federal Liability Act, April 22, 1908 (35 Statutes-at-Large, 65); which furnishes employees therein an exclusive remedy and forbids agreements outlined in this section. See *Second Employers' Liability Cases*, 223 U. S. 1. (Jan. 15, 1912); 32 Sup. Ct. 169.

Southern Ry. Co. v. United States, 222 U. S. 20; *Pedersen v. Delaware, etc.*, R. R. 184 Fed. 737 (bridge worker); *Employers' Liability Cases*, 207 U. S. 468; *Tamura Ry. Co. v. C. N. Ry. Co.*, 108 Pac. 774 (loading rails).

Zikos v. O. R. & N. Co., 179 Fed. 893 (section hand).

N. P. Ry. v. Anna Maerkl, Adm'r., C. C. A. Portland, Aug. 5, 1912. 198 Fed. 1 (car repairer).

SEC. 19. Elective Adoption of Act.

Any employer and his employees engaged in works not extra hazardous may, by their joint election, filed with the department, accept the provisions of this act, and such acceptances, when approved by the department, shall subject them irrevocably to the provisions of this act to all intents and purposes as if they had been originally included in its terms. Ninety per cent of the minimum rate specified in section 4 shall be applicable to such case until otherwise provided by law.

Elective non-hazardous industries or occupations segregated into Class 48 at rate of \$1.35 per \$100.00 of payroll. (Opinion Attorney General, Sept. 16, 1911.)

SEC. 20. Court Review.

Any employer, workman, beneficiary, or person feeling aggrieved at any decision of the department affecting his interests under this act may have the same reviewed by a proceeding for that purpose, in the nature of an appeal, initiated in the superior court of the county of his residence (except as otherwise provided in subdivision (1*) of section numbered 5, in so far as such decision rests upon questions of fact; or on the proper application of the provisions of this act, it being the intent that matters resting in the discretion of the department shall not be subject to review. The proceedings in every such appeal shall be informal and summary, but full opportunity to be heard shall be had before judgment is pronounced. No such appeal shall be entertained unless notice of appeal shall have been served by mail or personally upon some member of the Commission within twenty days following the rendition of the decision appealed from and communication thereof to the person affected thereby. No bond shall be required, except that an appeal by the employer from a decision of the department under section 9 shall be ineffectual unless, within five days following the service of notice thereof, a bond, with surety satisfactory to the court, shall be filed, conditioned to perform the judgment of the court. Except in the case last named an appeal shall not be a stay. The calling of a jury shall rest in the discretion of the court except that in cases arising under sections 9, 15 and 16 either party shall be entitled to a jury trial upon demand. It shall be unlawful for any attorney engaged in any such appeal to charge or receive any fee therein in excess of a reasonable fee, to be fixed by the court in the case, and, if the decision of the department shall be reversed or modified, such fee and the fees of medical and other witnesses and the costs shall be payable out of the administration fund, if the accident fund is affected by the litigation. In other respects the practice in civil cases shall apply. Appeal shall lie from the judgment of the superior court as in other civil cases. The Attorney General shall be the legal adviser of the department and shall represent it in all proceedings, whenever so requested by any of the Commissioners. In all court proceedings under or pursuant to this act the decision of the department shall be *prima facie* correct, and the burden of proof shall be upon the party attacking the same.

The findings and award of the department appear to be reversible only on the three grounds: (1) That it acted without or in excess of its powers; (2) that the award was procured by fraud; (3) that the findings of fact by the department do not support the award.

SEC. 21. Creation of Department.

The administration of this act is imposed upon a department, to be known as the Industrial Insurance Department, to consist of three

*Typographical error, should read "k." Was "l" in the draft bill. Legislature struck out sub-section "g" and changed "l" to "k."

Commissioners to be appointed by the Governor. One of them shall hold office for the first two years, another for the first four years, and another for the first six years, following the passage and approval of this act. Thereafter the term shall be six years. Each Commissioner shall hold until his successor shall be appointed and shall have qualified. A decision of any question arising under this act concurred in by two of the Commissioners shall be the decision of the department. The Governor may at any time remove any Commissioner from office in his discretion, but within ten days following any such removal the Governor shall file in the office of the Secretary of State a statement of his reasons therefor. The Commission shall elect one of their members as chairman. The main office of the Commission shall be at the state capitol, but branch offices may be established at other places in the state. Each member of the Commission shall have power to issue subpoenas requiring the attendance of witnesses and the production of books and documents.

See Sec. 15, note.

Sec. 22. Salary of Commissioners.

The salary of each of the Commissioners shall be thirty-six hundred dollars per annum, and he shall be allowed his actual and necessary traveling and incidental expenses; and any assistant to the Commissioners shall be paid for each full day's service rendered by him, his actual and necessary traveling expenses and such compensation as the Commission may deem proper, not to exceed six dollars per day to an auditor, or five dollars per day to any other assistant.

Sec. 23. Deputies and Assistants.

The Commissioners may appoint a sufficient number of auditors and assistants to aid them in the administration of this act, at an expense not to exceed \$5,000.00 per month. They may employ one or more physicians in each county for the purpose of official medical examinations, whose compensation shall be limited to five dollars for each examination and report therein. They may procure such record books as they may deem necessary for the record of the financial transactions and statistical data of the department, and the necessary documents, forms and blanks. They may establish and require all employers to install and maintain an uniform form of payroll.

Sec. 24. Conduct, Management and Supervision of Department.

The Commission shall, in accordance with the provisions of this act:

1. Establish and promulgate rules governing the administration of this act.
2. Ascertain and establish the amounts to be paid into and out of the accident fund.

It is contemplated that Class Bulletins to emphasize accident prevention in various industries may be issued from time to time; and Safety Regulations promulgated after consideration in trade conventions, violation of which may automatically increase the premium rate of the offending employer.

3. Regulate the proof of accident and extent thereof, the proof of death and the proof of relationship and the extent of dependency.
4. Supervise the medical, surgical and hospital treatment to the intent that same may be in all cases suitable and wholesome.

There is no fund or provision for payment of charges for ambulance, physician, surgeon, hospital, nurse, medicine or surgical appliances. The "first aid" provision was stricken from the proposed act before passage by the legislature.

5. Issue proper receipts for moneys received, and certificates for benefits accrued and accruing.

6. Investigate the cause of all serious injuries and report to the Governor from time to time any violations or laxity in performance of

protective statutes or regulations coming under the observation of the department.

7. Compile and preserve statistics showing the number of accidents occurring in the establishment or works of each employer, the liabilities and expenditures of the accident fund on account of, and the premiums collected from the same, and hospital charges and expenses.

8. Make annual report to the Governor (one of them not more than sixty nor less than thirty days prior to each regular session of the legislature) of the workings of the department, and showing the financial status and the outstanding obligations of the accident fund, and the statistics aforesaid.

SEC. 25. *Medical Witnesses.*

Upon the appeal of any workman from any decision of the department affecting the extent of his injuries or the progress of the same, the court may appoint not to exceed three physicians to examine the physical condition of the appellant, who shall make to the court their report thereon, and they may be interrogated before the court by or on behalf of the appellant in relation to the same. The fee of each shall be fixed by the court, but shall not exceed ten dollars per day each.

SEC. 26. *Disbursement of Funds.*

Disbursement out of the funds shall be made only upon warrants drawn by the State Auditor upon vouchers therefor transmitted to him by the department and audited by him. The State Treasurer shall pay every warrant out of the fund upon which it is drawn. If, at any time, there shall not be sufficient money in the fund on which any such warrant shall have been drawn wherewith to pay the same, the employer on account of whose workman it was that the warrant was drawn shall pay the same, and he shall be credited upon his next following contribution to such fund the amount so paid with interest thereon at the legal rate from the date of such payment to the date such next following contribution became payable, and if the amount of the credit shall exceed the amount of the contribution, he shall have a warrant upon the same fund for the excess, and if any such warrant shall not be so paid, it shall remain, nevertheless, payable out of the fund. The State Treasurer shall to such extent as shall appear to him to be advisable keep the moneys of the unsegregated portion of the accident fund invested at interest in the class of securities provided by law for the investment of the permanent school fund. The State Treasurer shall be liable on his official bond for the safe custody of the moneys and securities of the accident fund, but all the provisions of an act approved February 21, 1907, entitled "An act to provide for state depositories and to regulate the deposits of state moneys therein," shall be applied to said moneys and the handling thereof by the State Treasurer.

SEC. 27. *Test of Invalidity of Act.*

If any employer shall be adjudicated to be outside the lawful scope of this act, the act shall not apply to him or his workmen, or if any workman shall be adjudicated to be outside the lawful scope of this act because of remoteness of his work from the hazard of his employer's work, any such adjudication shall not impair the validity of this act in other respects, and in every such case an accounting in accordance with the justice of the case shall be had of moneys received. If the provisions of section 4 of this act for the creation of the accident fund, or the provisions of this act making the compensation to the workmen provided in it exclusive of any other remedy on the part of

the workman shall be held invalid the entire act shall be thereby invalidated except the provisions of section 31, and an accounting according to the justice of the case shall be had of moneys received. In other respects an adjudication of invalidity of any part of this act shall not affect the validity of the act as a whole or any other part thereof.

This act was attacked as unconstitutional on four distinct grounds: (1) In depriving persons of property without due process of law; (2) In granting citizens, classes of citizens or private corporations privileges or immunities not clearly available upon the same terms to all citizens and corporations; and in denying them the equal protection of the laws; (3) in providing a species of taxation that is not equal and uniform; and (4) in abolishing the right of jury trial in determining compensation for personal injuries.

Held, "That the act violates no provisions of either the State or Federal constitutions." *State ex rel. Davis-Smith Co. v. Clausen*, State Auditor, 65 Wash. 166; 117 Pac. Rep. 1101.

Similar compensation act decisions:

Borgnis et al. v. The Falk Co. (Wisconsin, Nov. 14, 1911; 113 N. W. 200.)

State ex rel. Yaple v. Creamer (Ohio, Feb. 6, 1912; 85 Ohio St.; Ohio Law Rep., Vol. IX, No. 48, March 4, 1912.)

Cunningham, State Auditor, v. Northwestern Improvement Co. (Montana, Nov. 21, 1911; 110 Pac. 554.)

See opinion of Justices (Mass., July 24, 1911; 96 N. E. 308.)

Contra: Ives v. So. Buffalo Ry. Co., 201 N. Y. 271; 94 N. E. 431.

Mountain Timber Company case.

SEC. 28. *Statute of Limitations Saved.*

If the provisions of this act relative to compensation for injuries to or death of workmen become invalid because of any adjudication, or be repealed, the period intervening between the occurrence of an injury or death, not previously compensated for under this act by lump payment or completed monthly payments, and such repeal or the rendition of the final adjudication of the invalidity shall not be computed as a part of the time limited by law for the commencement of any action relating to such injury or death: *Provided*, That such action be commenced within one year after such repeal or adjudication; but in any such action any sum paid out of the accident fund to the workman on account of injury, to whom the action is prosecuted, shall be taken into account or disposed of as follows: If the defendant employer shall have paid without delinquency into the accident fund the payment provided by section 4, such sums shall be credited upon the recovery as payment thereon, otherwise the sum shall not be so credited, but shall be deducted from the sum collected and be paid into the said fund from which they had been previously disbursed.

SEC. 29. *Appropriations.*

There is hereby appropriated out of the state treasury the sum of one hundred and fifty thousand dollars, or so much thereof as may be necessary, to be known as the administration fund, out of which the salaries, traveling and office expenses of the department shall be paid, and also all other expenses of the administration of the accident fund; and there is hereby appropriated out of the accident fund for the purpose to which said fund is applicable the sum of \$1,500,000, or so much thereof as shall be necessary for the purposes of this act:

The law requires the state to pay the entire cost of administration of the state insurance fund, leaving the whole amount paid into such fund by the employers to be devoted to the payment of awards for injuries.

The state can well afford to bear this expense, as its courts will be relieved of a large amount of work, and the burden now placed upon taxpayers by the trial of negligence cases will be minimized. The tendency of this act should be to produce good will between employer and employee, and to lessen the cases of hardship among dependents of injured employees. In taking into consideration the state's many vital interests in the welfare of the workman and his family, the general taxpayer may well afford to bear the expense of administration.

SEC. 30. *Safeguard Regulations Preserved.*

Nothing in this act contained shall repeal any existing law providing for the installation or maintenance of any device, means or method for the prevention of accidents in extra hazardous work or for a penalty or punishment for failure to install or maintain any such protective device, means or methods, but sections 8, 9 and 10 of the act approved March 6, 1905, entitled "An act providing for the protection and health of employes in factories, mills or workshops, where machinery is used, and providing for suits to recover damages sustained by the violation thereof, and prescribing a punishment for the violation thereof and repealing an act entitled 'An act providing for the protection of employes in factories, mills or workshops where machinery is used, and providing for the punishment of the violation thereof, approved March 6, 1903,' and repealing all other acts or parts of acts in conflict herewith," are hereby repealed, except as to any cause of action which shall have accrued thereunder prior to October 1, 1911.

The formation of corporate or voluntary associations, by members of the compulsory classes of employers, to study methods and appliances for accident prevention and to reduce the insurance cost under this act is urged and the cooperation of the Commission tendered.

SEC. 31. *Distribution of Funds in Case of Repeal.*

If this act shall be hereafter repealed, all moneys which are in the accident fund at the time of the repeal shall be subject to such disposition as may be provided by the legislature, and in default of such legislative provision distribution thereof shall be in accordance with the justice of the matter, due regard being had to obligations of compensation incurred and existing.

SEC. 32. *Saving Clause.*

This act shall not affect any action pending or cause of action existing on the 30th day of September, 1911.

Passed by the House February 23, 1911.

Passed by the Senate March 7, 1911.

Approved by the Governor March 14, 1911.





STATE OF WASHINGTON

THIRD ANNUAL REPORT

OF THE

**Industrial Insurance
Department**

For the twelve months ending September 30th

1914

The Workmen's Compensation Act

Commissioners :

FLOYD L. DAGGETT, Chairman

AMBROSE B. ERNST

CLARENCE PARKER

"SAFETY FIRST"

OLYMPIA :

FRANK M. LAMBORN  PUBLIC PRINTER.

1914

THIRD ANNUAL REPORT.

OLYMPIA, WASH., December 1st, 1914.

To the Honorable Ernest Lister, Governor:

In compliance with the provisions of the Workmen's Compensation Act, we beg to submit the Third Annual Report covering the fiscal year ending September 30, 1914, which marks the passing of the third mile stone in the operation of the law in the state of Washington.

At the time that this act was formulated, passed by the Legislature and became a law, it was a very long step in advance of social and humanitarian legislation for the compensation of injuries sustained by workmen in the various industries, over the practice that had previously existed. At that time it was deemed radical and many grave doubts were expressed as to the practicability of this method of dealing with this subject. The three years experience has proven, beyond any doubt, that the theory of Washington Workmen's Compensation is not only practicable and feasible in theory but decidedly workable.

Workmen's Compensation, administered by State Departments has come to stay. Twenty-two states have enacted compensation laws; the United States has one for some of the Federal employes and also one operating in the Canal Zone. Several other states have commissions preparing compensation laws to be presented to their legislatures for consideration. The Washington Act is receiving a great deal of attention from the various states and others interested in the administration of workman's compensation in that it is wholly compulsory, without any insurance feature. We feel that the experience of the past three years has demonstrated beyond any doubt the feasibility of the compulsory feature.

The compulsory law provides uniform conditions under which all employes and employers, in each class, operate. The employer knows that he is paying the same rate of contribution

to the Accident Fund, that all other employers, in his class, are paying and that each employer is working under the same conditions in the treatment of injuries to his employees. The employe knows that if he changes employment, from one plant to another in the same industry, he is working under the same condition as to compensation for injuries received, and that all other employes in similar industries are under exactly the same conditions as he himself, in regard to this feature. Not only is it feasible but it is, in our opinion, a necessary feature to a compensation law.

The theory of compensation laws is to compensate the workman for injuries received in the course of his employment, without the necessity of expense or delay, withdrawing the same from the jurisdiction of the courts and placing the administration in a State Department; therefore, in following this theory, there should not be involved a casualty company or any other medium coming between the injured workman and his compensation, out of which they expect to make a profit. When an employer is allowed to insure in a casualty company under such conditions, it is departing from the theory of workmen's compensation in that the injured workman is placed in a position whereby he has to go through the medium of a third party to receive what is due him, and then only receives a portion of the money contributed by the employer. Where the employer is allowed to make settlement with his injured workmen for injuries sustained in his plant, it has been demonstrated that the contingent liability is too great for the smaller employer or the one that is not financially strong. Again in case of dependency, for permanent total disability, or dependents upon deceased workmen, there is no guarantee that either the employer or the casualty company insurer will be financially responsible to make the payments during the term of the dependency. Under the Washington Act, the fund needed for such dependency is immediately set aside in reserve, placed in the hands of the State Treasurer for investment in the same

securities that school funds are invested in, with the guarantee of the State for security.

The experience of the calendar year of 1914, will show the usual average annual cost to the various industries covered under the Act. As to the administrative cost, it will be shown that this is decreasing rather than increasing. An interesting table, showing the effect the operation of the law has upon litigation cost in several of the larger counties, is as follows:

KING				SPOKANE			
	Cost	Population		Cost	Population		
1911	\$156,493	55	284,638	\$78,423	35	139,404	
1913	152,942	66	366,074	78,586	69	167,000	
Increase—1913			81,436	\$163	34	27,596	
Decrease—1913	\$3,550	89	.....	.....	.....	.....

PIERCE				SNOHOMISH			
	Cost	Population		Cost	Population		
1911	\$57,741	45	120,812	\$32,783	64	59,209	
1913	48,538	11	147,500	31,224	82	65,000	
Increase—1913			26,688	.....		5,791	
Decrease—1913	\$9,203	34	.....	\$1,558	82	.....

A fair statement in regard to the operation of this Act, in the State, has shown that it is not costing the employers, as a whole, more than they were paying to the casualty companies for the limited protection that they were able to give and that the injured workmen of the State are receiving at least three times as much as they received under the former system.

CASUAL EMPLOYERS: It has been found extremely difficult to reach the casual employer, audit his payroll and secure his contribution, from the fact that he often operates in isolated communities; his employment is of short duration; he gets through and gets out before we are informed of the fact that he is doing work that comes under the Law.

It is our opinion that a provision should be incorporated in the Law making it obligatory, under penalty, upon the employers to report their payrolls to the Department. This will not only facilitate the operation of the Department at a less

cost, but will recruit to the Accident Fund, in the various classes, contributions that are now lost, through our inability to find them and collect the amount due the Fund.

The Chairman of this Commission and the Chief Medical Advisor attended a meeting of representatives of a number of the Industrial Insurance Commissions of the several states, last April in Lansing, Michigan, at which time a National Association of Industrial Accident Commissions and Boards was formed. The idea of this association is for the departments of the several states to get in closer touch with each other looking towards more uniform practice in the administration of the departments and also with the ultimate idea of uniform laws covering workmen's compensation. An employer operating in more than one state has to adjust himself to the operation of separate laws in each state covering his workmen. The rate of compensation is different—the methods of providing and applying funds for compensation, are different. On the other hand the workman in moving from one state to another must adjust himself to various forms of compensation in vogue in the several states. Much better results could be obtained through uniform laws.

A perusal of the reports therein, by the Secretary, Audit, Claim, Medical and Statistical Departments will show that the departments are running very smoothly, that they are well organized and efficient. In the Secretary's report you will find an article on accident prevention; a summary of the three years' operation and a statement covering court cases and administrative cost.

In the Chief Auditor's report you will find a financial statement of all funds handled, together with a detailed statement showing condition of the funds in each class and the adjustments as made each *calendar* year.

In the report of the Chief Medical Advisor you will find classifications and summary of all injuries, citation of Supreme and Superior Court rulings, list of claims rejected and recommendations for improvements in the Act.

In the report of the Claim Agent you will find tables cover-

ing claims filed and acted upon monthly for the three year period; also a table covering fatal accidents, showing remote cause of death.

In the Statistician's Report you will find the usual tables as compiled by his Department. We wish to call your attention particularly to the tables covering mechanical and non-mechanical agencies, the table of all awards for the year, and statistics which we have been able to gather with regard to safeguarding.

STATISTICS: The statistics being kept by the Department are now more complete than any heretofore and in order to bring them up-to-date, and secure their accuracy, the Statistical, Claim and Audit Departments have, during the current year, worked over the records of the entire operation of the Act. This has entailed considerable additional work, but it has been accomplished without material increase in expense and now our Department is equipped to carry forward statistics in their present improved form.

CLASSIFICATION: The experience of the past three years has demonstrated to the satisfaction of the Commission, that reduction in the number of classes, always keeping in mind a differential rate for the various subdivisions thereof, will be practicable. Also it will require a much less working balance, in the various funds; thereby lessening the amount necessary to be called from time to time from the contributors.

FIRST AID OR MEDICAL ATTENDANCE: Inasmuch as Initiative Measure No. 9, called "First Aid" failed to receive the necessary number of votes at the recent election to enact it into a statute, and inasmuch as there is a general agreement that a medical attendance feature is necessary to a perfect administration of workmen's compensation; and as you have publicly stated that you propose, in the event this initiative did not pass, to appoint a commission to draft an amendment to the Compensation Act, a discussion at this time will be inappropriate.

CONCLUSION: Concluding, on behalf of the Department, we wish to express to you, sir, our appreciation of the splendid support that you have given us in the administration of this Department, without which, it would have been much more difficult. The fact that you have advised with us and have always supported us in demanding efficient services from employes and that positions cannot be held when inefficient service is being rendered, on account of personal influence, has been a very material factor in securing the economical and efficient service that the Department is now rendering. We believe even the critics will agree that the administration of the Law is economical and efficient.

We are still confronted with many perplexing questions which must be adjusted to the best of our ability, as they appear from time to time, and the fact that we have no precedent to go by, but must carve out our own solutions, makes it somewhat more difficult to satisfactorily adjust these questions. We do not claim to be infallible but we think we have a right to point to the fact that in the very large number of claims handled and the large number of employers contributing to the Fund, that the dissatisfied claimant and dissatisfied employer are of such very small numbers that the administration can certainly be called successful.

Respectfully,

FLOYD L. DAGGETT,

AMBORSE B. ERNST,

CLARENCE PARKER,

Commissioners.

INTRODUCTORY.

The Third year's operation of the Workmen's Compensation Act, in the State of Washington, drew to a close at midnight, September 30, 1914.

Notwithstanding the prophecies of the various interests throughout the country, who are antagonistic to the law, that it was only a question of time before a compulsory act, under a State administration, would prove a failure—the close of the third year marks the ending of the most successful year in the history of the act, and we enter upon the fourth year's operation with an increased confidence arising from successfully overcoming the obstacles that have been thrown in our paths, and the solving of problems that have arisen from time to time.

The statement that the costs to the employer would constantly increase has not been borne out by the facts. Although it is rather early at this time to say what the cost of carrying the insurance in the various classes will be for the year 1914—the experience to date has shown a marked reduction compared with the same period last year; however, it must be remembered that the cost of insurance does not rest with the Commission but depends upon the degree of success attained by the employer and employe toward accident prevention.

Our experience to date has emphasized the importance and necessity of educating the workman along lines of accident prevention. It is a recognized fact that it is much better to prevent accidents, retaining the earning power of the workman, than to have the accident occur and the loss of earning power ensue with the resulting loss to the community. Compensation at the best, is a poor exchange for the loss of a limb. The mere monetary award can never compensate the workman for a life long disability. Accident prevention is as desirable from an economic viewpoint as from a humanitarian side.

ACCIDENT PREVENTION.

Under date of January 20, 1914, the Honorable Ernest Lister, Governor of the State of Washington, addressed a communication jointly to the Industrial Insurance Commission and the Department of Labor, urging that the two departments work together to endeavor to reduce the number of accidents; suggesting that suitable placards be designed to be posted in the mills and factories in such a way as to be a constant reminder of the risks and dangers of the various machines and appliances. Complying with the Governor's request, the Industrial Insurance Commission in conjunction with the Labor Commissioner designed the following signs to be posted conspicuously in the mills, factories and machine shops throughout the State.

To further aid in the work of accident prevention, both the Labor Commissioner and the Industrial Insurance Commission started on a campaign of education and in March, 1914, published a hand-book on safeguarding containing the safety regulations as required by the Labor Department and directions for emergency treatment to the injured by Dr. J. W. Mowell, Chief Medical Advisor to the Industrial Insurance Commission—the idea being to emphasize the importance of giving proper attention and treatment to apparently trivial injuries to prevent infection.

In May, 1914, the work of organizing, through the employers and employes, safety committees in the various mills, factories, machine shops and logging camps, was commenced. This Department confining its operation principally to industries over which the Labor Commissioner has no jurisdiction. The experience is too short to make as good a showing as could be desired, but considering the time the safety committees have been working, the results which have been accomplished, are most gratifying.

The laboring class in Washington, is drawn from all countries of Europe. The workmen, in a majority of cases, are

PLAYING PRANKS

Or Scuffling Around Machinery
While in Motion

STRICTLY FORBIDDEN

YOU ARE REMINDED

THAT A WORKMAN WHO TAKES A
CHANCE AT BEING INJURED COM-
MITS AN INJUSTICE UPON HIM-
SELF, HIS FAMILY, HIS EMPLOYER

DON'T DO IT!

"BE SURE YOU'RE SAFE, THEN GO AHEAD"

DO NOT

ATTEMPT TO REMOVE
SLIVERS OR SAWDUST
FROM BENEATH THE SAWS
WHILE THEY ARE IN MOTION

WARNING!

Every Workman in this Establishment
is Prohibited from

THROWING ON BELTS BY HAND

Anyone found doing it should be reported at once
to the **SHOP SAFETY COMMITTEE**

DANGER

SHOP SAFETY COMMITTEE

TO THIS COMMITTEE

Report All Defective Machinery and Lack of
Safetyguards

REPORT ACCIDENTS IMMEDIATELY
TO FOREMAN

BE CAREFUL

WHEN WORKING NEAR
Machinery in Motion

"BE SURE YOU'RE SAFE, THEN GO AHEAD"

WORKMEN AROUND MACHINERY

MUST NOT WEAR
LOOSELY-FITTED OR TORN CLOTHING

DON'T

WEAR GAUNTLET GLOVES

"BE SURE YOU'RE SAFE, THEN GO AHEAD"

SHUT OFF EMERY WHEELS

WHEN NOT IN USE

unable at first to understand the directions of the superintendent or foreman, and are ignorant of the dangers of wearing loosely fitting or torn clothing around moving machinery, as well as the hazards of the machines. It is the duty of the safety committee to educate the newly arrived workman to these dangers, as well as to the proper handling of the tools with which they are working; to periodically inspect the machines to see if they are in good condition and that proper safeguards have been provided.

We wish to call the attention of the employers, engaged in the logging industry particularly, to the hazards of defective lines and lead traps on blocks. In a great many cases parts of old defective cable is used to fasten the blocks, with the result that the fastenings break as soon as they are subjected to a heavy strain. A number of accidents, occurring in connection with logging railway operations, is due to lack of blocking in the frog and guardrails and the antiquated equipment in use. Devices which have been discarded by the railway companies years ago, as being too hazardous, are still being used on some of the logging railways.

Most employment within the State is seasonal—the men are constantly shifting from one job to another. This condition makes it difficult for the safety committees to show the results that could be shown in older and more staid communities, but is one of the elements that make the work of education, on the part of safety committees, necessary.

With very few exceptions the employers and employes of the State, were quick to respond to the appeal for safety organizations and the Department wishes to take this opportunity to thank them for their hearty co-operation.

SUMMARY OF THE THREE YEARS' OPERATION OF THE ACT.

A brief summary of the first three years' operation of the law may be of interest to those who have not seen our former reports and will give a fair idea of the magnitude to which the operations in Washington have grown.

There are approximately 9,980 firms and individuals employing 176,420 workmen, in the extra hazardous industries, operating under the act at the present time. These employers have contributed to the Accident Fund the sum of \$4,232,-311.29; \$2,407,231.11 has been paid out in claims to injured workmen; \$222,533.76 has been paid out in pensions to the widows, children and other dependents of workmen who were fatally injured while in the course of employment; 453 monthly pension warrants amounting to \$9,966.22 were drawn for the month ending September 15, 1914—the monthly pension pay-day being the 15th of each month. \$1,084,329.49 has been set aside to guarantee the payments of the pensions; \$93,783.01 has reverted to the accident fund, account of death of dependents and remarriage of widows; \$31,811.37 has been refunded to contributors—this sum represents the excess payments of firms who have permanently discontinued business in the State of Washington—leaving a balance in the fund of \$487,035.56. The State receives 2 per cent. on the average balance in this fund which amounts to over \$8,000.00 annually. \$1,174,-800.00 is invested in interest bearing state, county and city bonds, and the average rate of interest is 4.81 per cent., netting the fund the sum of \$56,512.50 in interest annually. Making the total annual interest over \$64,512.50. This amount will increase as the amount invested increases.

CLAIMS FILED AND COURT CASES.

Section 20, of the Workmen's Compensation Act, so far as material reads:

"Any employer, workman, beneficiary or person feeling aggrieved at any decision of the department affecting his interests under this act may have the same reviewed by a proceeding for that purpose, in the nature of an appeal, initiated in the Superior Court of the county of his residence, except as otherwise provided in subdivision (1) of section numbered 5, in so far as such decision rests upon questions of fact; or on the proper application of the provisions of this act, it being the intent that matters resting in the discretion of the department shall not be subject to review * * * In all court proceed-

ings under or pursuant to this act the decision of the department shall be *prima facie* correct, and the burden of proof shall be upon the party attacking the same."

The judges of the Superior Courts, at first, were inclined to review the findings of the Commission as the law was new and the full powers that were granted the Commission were not recognized. However, the Courts' attitude has changed and they are now holding that the Commission's findings are not reviewable unless arbitrary or fraudulent action on the part of the Commission is shown; that it had acted without, or in excess of its powers; or that all facts pertaining to the case, had not been fully considered.

Forty-three thousand, three hundred and twenty-one accidents have been reported since the law went into effect, October 1, 1911; 31,320 claims have been passed for final settlement. Of this number 38 appeals have been taken from the award of the Commission. In the above 38 cases the Court has sustained the Commission in 11 cases; 7 cases have been referred back to the Commission; 4 cases are now pending in the Courts; 16 cases have been settled by the Commission out of Court, upon submission of new facts which had not been brought to the attention of the Commission when first decision was rendered. The Commission has never acted arbitrarily in the settlement of claims but has always been ready to reopen claims for compensation if any new evidence was introduced that had any bearing on the award. We submit that the record of only one appeal out of nearly every one thousand claims is one for which no apology need be offered.

One thousand, eight hundred and eighty-five claims have been rejected; of this number, 6 appealed from the decision of the Commission that accident was not within the scope of the act; 18 appealed from the decision that claimant was not injured while in the course of employment; 12 appealed from the decision that injury was not the result of an accident within the meaning of the Compensation Act; 4 appealed from the decision that no dependency was proven. Of the above forty appeals

the Court sustained the Commission in eleven cases; three cases were referred back to the Commission; 3 cases were settled by the Commission out of Court upon submission of new facts; 23 are still pending in the Courts; 974 fatal accidents have been reported, of this number 439 have required pensions—384 have not required pensions, and 51 are in process of assembly and adjustment. There have been 28 total permanent disabilities, all of which require pensions; 7,525 claims have been suspended account no claims filed by workmen; or for lack of address of workmen—trivial cases; 395 claims continued on monthly payments for month ending September 30, 1914; 511 claims continued as partial payments account of temporary disability and reduced earning power for month ending September 30, 1914; 1,129 claims in process of assembly and adjustment.

EXPENSE OF ADMINISTRATION.

The total expense of administering the law, for period beginning October 1, 1911, to September 30, 1914, has been \$317,027.93. In comparing cost of administering the act in Washington with the cost in other states, we should take into consideration the area covered as well as the number of employes and firms under the act. We should also consider the transportation facilities which have a vital bearing on the cost of covering the State. Washington, with an area of 69,186 square miles has approximately 9,980 contributors, employing 176,420 men under the act. Ohio, with an area of 41,060 square miles, reports 13,011 subscribers with 594,534 employees under the act. Michigan, with an area of 58,915 square miles, reports approximately 11,000 firms employing 600,000 workmen. Massachusetts, with an area of 8,315 square miles, reports approximately 600,000 employes under the act. It will be readily seen from the foregoing that the relative cost of administering the law in Washington would naturally be higher, but in spite of the handicap our ratio of expense of administration to total contribution is only 7.49 per cent. This ratio will compare very favorably with any similar

institution in the country and is due to the businesslike methods which have been introduced by the present Commissioners. Close attention has been paid to every detail of office management and whenever any change could be made that would work for efficiency it was at once put into effect. That changes were made along economical lines will be shown in the statement that this Department will be able to turn back to the general fund, at the close of the biennial, a substantial sum instead of asking the Legislature for an emergency appropriation to tide them over. It is the aim of the Commissioners that the same degree of efficiency and economy be maintained during the coming year.

PERCY GILBERT,
Secretary.

AUDIT DIVISION

In reporting the work of the Audit Division for the fiscal year ending October 1, 1914, we find that the listing of new accounts more than offsets the loss of contributions by employers who have discontinued business during the past twelve months. During the fiscal year there have been added 2,500 new accounts, bringing the grand total of firms now listed on our books up to 9,980. In these establishments 176,420 workmen are reported as afforded the protection of the Workmen's Compensation Act.

An efficient field force of auditors have carefully gone over the entire State, and as nearly as possible, the payrolls of all employers engaged in extra hazardous industries have been audited quarterly.

Assessments have been levied from time to time as the several class funds required to be replenished, and at no time is a call made unless the funds are depleted. There is no disposition on the part of this Department to build up a large fund. From the multiplicity of classes, with each having on hand a working balance, the cash balance of the entire fund must be larger than would seem necessary. Employers generally have promptly paid the various calls as made. Those cases where it has been necessary to bring suit, where decisions have been rendered, judgments have been taken for the amount due. In the three years' experience not to exceed 2 per cent. of loss has been incurred by reason of defaulting employers.

INDUSTRIAL INSURANCE COMMISSION OF THE STATE OF WASHINGTON.

STATEMENT OF CONDITION OF ACCIDENT FUND ON SEPTEMBER 30, 1914, SHOWING TOTAL RECEIPTS, DISBURSEMENTS, RESERVES, AND PRESENT CONDITION OF EACH FUND.

DESCRIPTION	Class	No. of Firms	No. of Workmen Estimated	Basic Rate per Annum	Months Called Out of Months	Total Amount Paid In	Claims Paid	Pensions Paid	Refund of Excess Contribution	Balance Reserve to Secure Pensions	Balance in Fund
Sewers	1	235	5,317	Various	27	\$114,421 80	\$33,541 66	\$3,111 25	\$4,917 86	\$13,135 54	\$59,715 50
Bridge and Tower	2	138	2,512	Various	27	28,841 33	28,423 66	2,533 92	1,905 06	15,592 03	15,353 56
Pile Driving	3	90	645	Various	23	24,765 47	13,656 63	1,651 50	305 09	6,302 42	2,640 13
General Construction	5	2,734	19,581	Various	25	297,159 55	144,917 51	15,733 80	6,342 27	79,136 11	50,855 86
Power Line Installation	6	370	4,702	Various	26	170,227 32	43,456 61	8,631 93	6,944 52	46,301 94	63,032 13
Railroads	7	240	10,322	85 00	16	354,224 32	173,512 41	25,135 23	5,435 04	180,067 84	23 75
Street Grading	8	710	18,523	85 00	20	164,193 32	64,753 11	5,581 41	2,097 31	34,647 79	53,214 54
Ship Building	9	543	15,543	Various	20	29,093 07	13,375 35	743 85	8 51	4,237 32	10,133 24
Lumber Milling, etc.	10	1,972	63,232	82 50	23	1,317,354 84	1,137,715 00	92,131 71	1,179 39	437,332 30	99,435 85
Dredging	12	17	294	5 00	10	11,777 11	4,910 90	.....	19 39	.....	6,866 21
Electric Systems	13	143	2,315	4 00	19	19,431 37	19,431 37	6,137 43	232 57	13,053 90	11,326 71
Street Railway	14	27	2,645	3 00	9	70,530 03	43,619 41	9,347 30	.....	12,168 40	11,947 42
Telephone and Telegraph	15	70	473	3 00	13	24,471 72	7,151 36	1,660 49	.....	9,194 24	6,455 04
Coal Mining	16	52	6,303	3 00	24	335,634 25	139,164 99	24,717 33	47 59	111,551 57	13,190 50
Quarries and Metal Mines	17	230	2,233	3 00	22	76,012 19	39,234 06	4,303 75	245 35	29,303 76	2,347 27
Smelters	18	7	943	3 00	13	26,436 69	23,333 90	.....	.....	2,031 33	6,103 96
Gas Works	19	12	470	3 00	9	10,611 22	3,365 90	729 01	.....	1,173 07	932 27
Steamboats	20	5	60	3 00	21	2,367 19	335 35	423 00	4 07	3,970 00	2,611 43
Grain Elevators	21	235	2,327	3 00	12	25,270 57	21,654 37	30 00	.....	.....	1,976 00
Laundries	22	179	2,965	3 00	6	15,236 55	12,233 63	.....	57 20	5,123 71	3,953 27
Water Works	23	150	1,637	2 00	21	14,947 07	3,920 38	1,944 16	.....	7,886 35	2,866 64
Paper Mills	24	4	635	2 00	30	27,694 05	18,363 70	1,656 80	.....	.....	2,023 63
Garbage Works	25	8	146	2 00	15	4,713 44	2,346 90	.....	4 33	8,705 13	2,705 28
Wood Working	26	309	4,550	2 80	17	109,751 33	97,443 92	1,509 77	49 84	12,419 72	19,336 75
Cement Manufacturing	29	103	1,360	2 80	21	34,333 23	15,905 15	3,775 53	.....	9,143 99	1,236 42
Fish Canneries	33	43	5,972	2 00	12	46,550 24	16,344 60	2,637 90	185 79	15,643 13	3,933 29
Steel Manufacturing Foundries	34	690	6,015	2 00	13	86,737 09	70,036 35	2,614 40	33 00	2,164 35	6,843 30
Brick Manufacturing	35	52	1,410	2 00	9	15,947 69	8,733 90	1,733 15	49 35	2,735 25	4,417 66
Breweries	37	35	1,407	2 00	12	22,447 93	11,237 00	1,333 33	.....	1,936 96	2,733 85
Textile Manufacturing	38	137	1,929	1 80	9	11,449 32	4,514 90	531 30	11 07	.....	1,910 55
Food Stuffs	39	103	1,759	1 80	9	8,649 47	5,399 55	.....	9 35	.....	2,733 85
Oremines	40	103	736	1 50	6	4,332 50	2,433 00	.....	.....	.....	1,910 55
Printing	41	370	3,379	1 50	43	10,332 73	6,672 70	.....	.....	.....	3,660 05

Longshoring	43	90	2,598	2 00	24	69,108 23	46,700 61	2,598 71	98 94	16,745 88	2,617 69
Pecking Homes	43	23	594	2 50	13	16,098 61	9,739 95	424 65	11 16	247 61	5,650 24
Ice Manufacturing	44	63	408	2 00	19	9,929 81	5,201 08	.....	32 12	.....	4,698 61
Theatre Stage Employees	45	24	147	1 60	15	1,894 49	946 15	.....	.....	.....	1,698 21
Powder Works	46	5	181	10 00	19	1,694 45	1,600 00	.....	.....	.....	* 12,538 88
Overcoating Works	47	6	176	2 50	20	4,918 80	2,160 90	.....	.....	.....	1,758 40
Non-Hazardous, Elective	48	30	838	1 35	15	5,861 28	1,582 00	239 67	.....	2,805 70	1,829 85
Totals .....	.....	9,980	176,880	.....	.....	\$4,282,811 29	\$2,407,251 11	\$232,538 70	\$51,181 87	\$1,064,829 49	\$499,702 64
											* 12,607 08
											\$487,086 56

† Warrants for pensions in Class 46 were issued but marked "Not paid for want of funds in Class 46." Item listed as "Balance of reserve in Class 46" is the sum that would be the reserve balance if the calls made upon firms in this class had been paid. Suit has been brought by the Commission for collection of amount due based on payroll for October, November and December, 1911, and on only two months of 1912. Statement of costs in this class is based partly upon estimate of payrolls, but, owing to litigation, payment has not been received.

* Overdraft deducted from total cash balance.

1911

Act effective October 1st, 1911. Basic rates charged on full payroll for October, November and December.

1912

Basic rates assessed on the following number of twelfths of annual payroll in the various classes:

- TWELVE TWELFTHS—Class 24;
- EIGHT TWELFTHS—Classes 1, 2, 8, 4, 5, 6, 8, 10;
- SIX TWELFTHS—Classes 7, 13, 15, 16, 20, 23, 25, 31, 34, 44;
- FIVE TWELFTHS—Classes 99 and 47;
- FOUR TWELFTHS—Classes 12 and 17;
- THREE TWELFTHS—Classes 9, 14, 18, 19, 21, 33, 35, 37, 38, 39, 42, 43, 45, 48;
- TWO TWELFTHS—Class 46;
- ONE TWELFTH—Classes 22, 30, 40, 41.

1913

Basic rates assessed on the following number of twelfths of annual payroll:

- TWELVE TWELFTHS—Class 42;
- ELEVEN TWELFTHS—Class 10;
- NINE TWELFTHS—Classes 3, 13, 17, 18, 20, 22, 24, 31, 44, 47;
- EIGHT TWELFTHS—Classes 1 and 2;
- SIX TWELFTHS—Classes 5, 6, 8, 9, 12, 15, 25, 29, 33, 37, 43, 45, 48;
- FOUR TWELFTHS—Classes 7, 34, 46;
- THREE TWELFTHS—Classes 14, 19, 21, 30, 35, 38, 39;
- TWO TWELFTHS—Classes 22 and 40;
- ONE-HALF TWELFTH—Class 41.

1914

Six calls have been made up to September 30, 1914, in the following classes:
 Classes 10, 16, 17, 24, 42
 Three calls have been made up to September 30, 1914, in the following classes:
 Classes 7, 15, 18, 20, 21, 23, 29, 31, 45, 47, 48.
 Additional calls will be made in other classes before the close of the calendar year.

The following statement shows receipts and disbursements of the Accident Fund during the third fiscal year ending September 30, 1914:

ACCIDENT FUND.

Balance in the Fund Oct. 1, 1913.....		\$321,217.30
Total contributions year ending Sept. 30, 1914.....	\$1,595,851.36	
Interest on daily balances.....	8,108.12	
Return to Accident Fund from Reserve Fund account of remarriages or cessation of de- pendency	67,335.48	
Total	\$1,671,294.96	
Less refunds of excess contribution.....	15,971.19	1,655,323.77
Total receipts		\$1,976,541.07
Claims paid—year ending Sept. 30, 1914.....	983,920.40	
Reserve set aside to secure pensions.....	505,585.11	
Total disbursements		\$1,489,505.51
Balance in fund, all classes, Sept. 30, 1914.....		\$487,035.56

The Reserve Fund comprises those amounts set aside from the Accident Fund to provide for the payment of pensions to the dependents of injured workmen where the accident results in death or permanent total disability.

Section 5 (e) provides that "The State Treasurer shall invest said sum at interest in the class of securities provided by law for the investment of the permanent school fund * * *"

The statement of the Reserve Fund for the fiscal year and the investment of the fund are as follows:

RESERVE FUND.

Balance in Fund Oct. 1, 1913.....		\$734,206.24
Total awards—year ending Sept. 30, 1914....	\$505,585.11	
Interest received	43,813.01	549,398.12
Total		\$1,283,604.36
Pensions paid—year ending Sept. 30, 1914....	131,939.39	
Return to Accident Fund account remar- riages or cessation of dependency.....	67,335.48	199,274.87
Balance in Fund September 30, 1914.....		\$1,084,329.49

CASH FUND.

Accident Fund Balance.....	\$487,035.56	
Reserve Fund balance	1,084,329.49	\$1,571,365.05
Invested in bonds to secure reserve.....		1,172,560.00
Net cash balance		\$398,805.05

INVESTMENTS OF RESERVE FUNDS TO SEPTEMBER 30, 1914.

These reserves are held to secure the maintenance of pensions.

<i>Bonds.</i>	<i>Term</i>	<i>Int. Yrs.</i>		
City of North Yakima	5 %	20	\$60,000.00	
Less paid			38,000.00	\$22,000.00
<hr/>				
Town of Elma (water works)	6 %	10		10,000.00
School Dist. No. 161, King Co.....	5 %	15		10,000.00
Town of White Salmon	6 %	20		9,000.00
School Dist. No. 40, Spokane Co.....	5 %	20		10,000.00
School Dist. No. 14, Yakima Co.....	5 %	20		11,500.00
School Dist. No. 88, Spokane Co.....	5 %	20	10,000.00	
Less paid			1,500.00	8,500.00
<hr/>				
School Dist. No. 49, King Co.....	5½ %	5		5,000.00
Town of Waterville (water bonds)...	6 %	20		6,500.00
Town of Waterville (warrants ind.)...	6 %	20		2,000.00
School Dist. No. 82, Whatcom Co.....	5 %	15	15,000.00	
Less paid			1,000.00	14,000.00
<hr/>				
School Dist. No. 105, Pierce Co.....	5½ %	5	5,000.00	
Less paid			2,000.00	3,000.00
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School Dist. No. 2, Pend Oreille Co..	5 %	20		20,000.00
School Dist. No. 36, Cowlitz Co.....	5 %	20		30,000.00
School Dist. No. 10, Lewis Co.....	5½ %	5	10,000.00	
Less paid			2,000.00	8,000.00
<hr/>				
School Dist. No. 25, Asotin Co.....	5 %	20		16,000.00
School Dist. No. 7, Clallam Co.....	5 %	20		34,000.00
School Dist. No. 1, King Co.....	4½ %	20		200,000.00
School Dist. No. 17-E, Okanogan Co..	5 %	20		22,000.00
School Dist. No. 17-D, Okanogan Co..	5 %	20		2,800.00
School Dist. No. 1-D, Whitman Co....	5½ %	20		10,000.00
School Dist. No. 32, Pierce Co.....	4½ %	20		75,000.00
School Dist. No. 28, Chehalis Co....	4½ %	20		90,000.00
School Dist. No. 6, Clarke Co.....	4½ %	20		100,000.00
School Dist. No. 96, Yakima Co.....	5 %	20		9,000.00
City of Wenatchee (water bonds)...	5½ %	20		27,000.00
City of Wenatchee (water bonds)...	5½ %	20		15,500.00
Clallam Co.	5 %	20		300,000.00
Port of Seattle (Lake Wash. Imp.)...	4½ %	20	17,000.00	
Less paid			1,000.00	16,000.00
<hr/>				
Port of Seattle (Central Waterway				
Imp.)	4½ %	20	22,000.00	
Less paid			2,000.00	20,000.00
<hr/>				
Port of Seattle (East Waterway Imp.)	4½ %	20	29,000.00	
Less paid			1,000.00	28,000.00
<hr/>				
Port of Seattle (Smith Cove Imp.)...	4½ %	20	44,000.00	
Less paid			4,000.00	40,000.00
<hr/>				
Total amount invested in bonds.....				\$1,174,800.00
Less discount Port of Seattle bonds.....				2,240.00
<hr/>				
Net amount invested in bonds.....				\$1,172,560.00
Average rate of interest earned, 4.81%.				

A statement of each class for the fiscal year ending September 30, 1914, is given, showing receipts and disbursements of the Accident Fund and also the Reserve Fund.

There is also given the rates assessed for the full calendar years 1912, 1913, and the calls made for the year 1914, up to October 1, 1914.

CONSTRUCTION.

CLASS 1.

This class comprises sewer and tunnel construction, well drilling, shaft sinking, and excavation, with various rates from 2 per cent. to 6 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913	\$34,626.43
Contributions	\$38,153.26
Interest on daily balances	725.94
Return to fund account remarriages	1,536.12
Total	40,415.32
Less refund on excess contributions	2,060.33
Net receipts	38,354.99
Total	72,981.42
Accident claims paid	13,265.92
Balance Sept. 30, 1914	\$59,715.50

Reserve Fund.

Balance Oct. 1, 1913	\$15,745.10
Interest received on bond investments	786.71
Total	16,531.81
Less amount returned to fund account remarriages	1,536.12
Total	14,995.69
Less pensions paid	1,860.15
Balance Sept. 30, 1914	\$13,135.54

There were no fatalities in this class during the year, but on account of a remarriage a charge was made against the pension fund of \$1,536.12, which amount was returned to the Accident Fund.

Rates assessed, 1912, 66.67% of basic rate; 1913, 66.67% of basic rate; 1914, eight months at basic rate.

CLASS 2.

This class comprises bridge building, mill wrighting, trestles, towers or grain elevators not metal framed, tanks, water towers, and windmills not metal framed, with various rates from 3 per cent. to 6½ per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$16,430.35
Contributions	\$18,584.20
Interest on daily balances	359.68
Return to fund account remarriages.....	2,554.49
Total	21,498.27
Less refund on excess contributions.....	1,188.08
Net receipts	20,310.29
Total	36,740.64
Accident claims paid	11,340.10
Reserve required to pay pensions.....	10,046.98
Total awards	21,387.08
Balance Sept. 30, 1914.....	\$15,353.56

Reserve Fund.

Balance Oct. 1, 1913.....	\$9,148.62
Reserve required to pay pensions.....	\$10,046.98
Less amount returned to fund account remarriages	2,554.49
Net reserve required to pay pensions.....	7,492.49
Interest received on bond investments.....	430.72
Total	17,071.83
Less pensions paid	1,479.80
Balance Sept. 30, 1914.....	\$15,592.03

There were three fatalities in this class during the year, which required the setting aside of reserve to secure pensions. One remarriage occurred during the year for which \$2,554.49 was returned to the Accident Fund.

Rates assessed, 1912, 66.67% of basic rate; 1913, 66.67% of basic rate; 1914, eight months at basic rate.

CLASS 3.

This class comprises construction of sub-aqueous work, canals, docks, pile driving, jetties, breakwaters, and marine railways, with rates varying from 5 per cent. to 6½ per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$2,498.84
Contributions	\$7,890.09
Interest on daily balances	72.37
Total	7,962.46
Less refund on excess contributions.....	25.82
Net receipts	7,936.64
Total	10,435.48
Accident claims paid	3,789.30
Reserve required to pay pensions.....	4,000.00
Total awards	7,789.30
Balance Sept. 30, 1914.....	\$2,646.18

Reserve Fund.

Balance Oct. 1, 1913.....	\$3,172.50
Reserve required to pay pensions.....	4,000.00
Interest received on bond investments.....	153.92
Total	7,326.42
Less pensions paid	824.00
Balance Sept. 30, 1914.....	\$6,502.42

During the year one fatality occurred, requiring the setting aside of a reserve to secure pensions.

Rates assessed, 1912, 66.67% of basic rate; 1913, 75.00% of basic rate; 1914, eight months at basic rate.

CLASS 4.

No further entries are made in Class 4. All employers heretofore listed in this class are re-rated and placed in Classes 5 and 6.

CLASS 5.

This class comprises general work of building and is the largest class under the act in number of employers and second only to Class 10 in the number of workmen listed. The rates vary from 2 per cent to 8 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$53,919.42
Contributions	\$96,642.90
Interest on daily balances.....	1,072.46
Return to fund account remarriages.....	6,974.75
Total	104,690.11
Less refund on excess contributions.....	3,632.26
Net receipts	101,057.85
Total	154,977.27
Accident claims paid	66,002.31
Reserve required to pay pensions.....	38,089.10
Total awards	104,091.41
Balance Sept. 30, 1914.....	\$50,885.86

Reserve Fund.

Balance Oct. 1, 1913.....	\$54,035.33
Reserve required to pay pensions.....	\$38,089.10
Less amount returned to fund account remarriages	6,974.75
Net reserve required to pay pensions.....	31,114.35
Interest received on bond investments.....	3,737.48
Total	88,887.16
Less pensions paid	9,692.05
Balance Sept. 30, 1914.....	\$79,195.11

There were twelve fatalities in this class requiring the setting aside of reserve to secure pensions during the year, and one total permanent disability. Three remarriages occurred in this class requiring the return to the Accident Fund of \$6,-974.75.

Rates assessed, 1912, 66.67% of basic rate; 1913, 50.00% of basic rate; 1914, eight months at basic rate.

CLASS 6.

This class comprises the heavy construction work, power plants, electric railways, telegraph and telephone systems, water and gas works, and installation of machinery. The rates vary from 2 per cent. to 5 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$55,146.11
Contributions	\$42,760.00
Interest on daily balances	1,252.30
Return to fund account remarriages.....	3,413.65
Total	47,425.95
Less refund on excess contributions.....	2,313.62
Net receipts	45,112.33
Total	100,258.44
Accident claims paid	15,078.20
Reserve required to pay pensions.....	22,098.11
Total awards	37,176.31
Balance Sept. 30, 1914.....	\$63,082.13

Reserve Fund.

Balance Oct. 1, 1913.....	\$32,825.81
Reserve required to pay pensions.....	\$22,098.11
Less amount returned to fund account remarriage	3,413.65
Net reserve required to pay pensions.....	18,684.46
Interest received on bond investments.....	1,818.99
Total	53,329.26
Less pensions paid	5,127.28
Balance Sept. 30, 1914.....	\$48,201.98

There were six fatalities in this class during the year which required the setting aside of a reserve to secure pensions, and one remarriage for which \$3,413.65 was returned to the Accident Fund.

Rates assessed, 1912, 66.67% of basic rate; 1913, 50.00% of basic rate; 1914, eight months at basic rate.

CLASS 7.

In this class is listed the construction of railroads and is held to include the operations of steam and logging railways not engaged in interstate commerce. The rate specified is 5 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$17,100.71
Contributions	\$141,039.87
Interest on daily balances	614.08
Total	141,653.95
Less refund on excess contributions.....	2,782.78
Net receipts	138,871.17
Total	155,971.88
Accident claims paid	82,402.65
Reserve required to pay pensions.....	73,546.48
Total awards	155,949.13
Balance Sept. 30, 1914.....	\$22.75

Reserve Fund.

Balance Oct. 1, 1913.....	\$87,318.93
Reserve required to pay pensions.....	73,546.48
Interest received on bond investments.....	5,244.80
Total	166,110.21
Less pensions paid	16,042.37
Balance Sept. 30, 1914	150,067.84

There were nine fatalities in this class and one total permanent disability requiring the setting aside of a reserve to secure pensions.

Rates assessed, 1912, \$2.50 per \$100 of payroll; 1913, \$1.67 per \$100 of payroll; 1914, three months at basic rate.

CLASS 8.

This class comprises road, street and other grading, excluding grades for railway construction listed in Class 7. The rates vary from 2 per cent to $3\frac{1}{2}$ per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$56,930.93
Contributions	\$57,243.09
Interest on daily balances	1,147.03
Total	58,390.12
Less refund on excess contributions.....	2,638.95
Net receipts	55,751.17
Total	112,682.10
Accident claims paid	33,248.76
Reserve required to pay pensions.....	23,219.12
Total awards	56,467.88
Balance Sept. 30, 1914.....	\$56,214.22

Reserve Fund.

Balance Oct. 1, 1913.....	\$13,608.84
Reserve required to pay pensions.....	23,219.12
Interest received on bond investments.....	1,045.60
Total	37,873.56
Less pensions paid	3,225.78
Balance Sept. 30, 1914.....	\$34,647.78

There were seven fatalities in this class during the year which required the setting aside of a reserve to secure pensions.

Rates assessed, 1912, 66.67% of basic rate; 1913, 50.00% of basic rate; 1914, eight months at basic rate.

In the foregoing eight classes are listed the payrolls for all construction work with basic rates varying from 2 per cent. to 8 per cent., and could well be made into one large class with differential rates in accord with the experience of the several classes for the past three years. The average balance in the class fund of these eight classes, during the last fiscal year has been approximately \$150,000.00. If combined into one large class a working balance of \$50,000.00 would be ample. Calls in these classes are continuous.

CLASS 9.

The operations of ship or boat building, ship wrighting, and floating docks, are listed in this class, with rates varying from 3 per cent. to 4½ per cent.

This class is designated a construction class. Regular calls are made from time to time as the class fund is depleted.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....		\$3,551.60
Contributions	\$13,650.37	
Interest on daily balances	127.20	
		<hr/>
Net receipts		13,777.57
		<hr/>
Total		\$17,329.17
Accident claims paid	4,954.30	
Reserve required to pay pensions	2,241.33	
		<hr/>
Total awards		7,195.63
		<hr/>
Balance Sept. 30, 1914.....		\$10,133.54

Reserve Fund.

Balance Oct. 1, 1913.....		\$2,492.68
Reserve required to pay pensions.....		2,241.33
Interest received on bond investments.....		116.81
		<hr/>
Total		4,850.82
Less pensions paid		561.50
		<hr/>
Balance Sept. 30, 1914.....		\$4,289.32

There was one fatality in this class during the year which required the setting aside of a reserve to secure pensions.

Rates assessed, 1912, 33.33% of basic rate; 1913, 50.00% of basic rate; 1914, six months at basic rate.

OPERATIONS (INCLUDING REPAIR WORK).

The next sub-division of classes under the heading of operations (including repair work), embraces classes 10 to 25 inclusive.

CLASS 10.

This class includes the operations of logging, saw mills, shingle mills, lath mills, and making of masts and spars with or without machinery. In this class are included the greatest number of workmen. 35.79 per cent. of all workmen in extra hazardous employment in Washington are engaged in the work of this class. 45.48 per cent of all contributions to the Accident Fund were paid by employers listed in this class.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$4,660.95
Contributions	\$725,972.75
Interest on daily balances.....	537.32
Return to fund account death of dependents, re-marriages, etc.	36,072.23
Total	762,582.30
Less refund on excess contributions.....	552.37
Net receipts	762,029.93
Total	766,690.88
Accident claims paid	468,491.95
Reserve required to pay pensions.....	198,763.08
Total awards	667,255.03
Balance Sept. 30, 1914.....	\$99,435.85

Reserve Fund.

Balance Oct. 1, 1913.....	\$309,186.55
Reserve required to pay pensions.....	\$198,763.08
Less amount returned to accident fund account death of dependents, remarriages, etc.....	36,072.23
Net reserve required to pay pensions.....	162,690.85
Interest received on bond investments.....	19,057.94
Total	490,935.34
Less pensions paid	53,543.04
Balance Sept. 30, 1914.....	\$437,392.30

During the last fiscal year there were seventy-nine fatalities and one total permanent disability, requiring the setting aside of reserve to secure pensions. This class was particularly fortunate in the number of remarriages of widows, eleven having occurred during the year. Three deaths of dependents occurred; which cessation of dependency and one fraud, required the amount of \$36,072.23 to be returned to the Accident Fund from the Reserve Fund.

Contributions to this class, in which employers engaged in seven different kinds of work are included, are carried in the class fund under the one head, and awards on account of all accidents in the class are charged against the common fund without further segregation.

Adjustment for Calendar year in Class 10: 1911 (3 months), 2½%; 1912, 2½% on eight-twelfths of payroll; 1913, 2½% on eleven-twelfths of payroll; 1914, up to September 30, 2½% on sixth-twelfths of annual payroll have been assessed. It is undetermined at this date on how many twelfths of the annual payroll for the year 1914 the 2½% will be required.

CLASS 11.

(Omitted in the Act.)

CLASS 12.

In this class are included the operation of dredges and dry or floating docks, at a basic rate of 5 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$5,879.26
Contributions	\$2,978.42
Interest on daily balances	133.78
Total	3,112.20
Less refund on excess contributions.....	19.39
Net receipts	3,092.81
Total	8,972.07
Accident claims paid	2,125.25
Balance Sept. 30, 1914.....	\$6,846.82
No Reserve Fund was necessary in this class.	

During the fiscal year just ended this class has been most fortunate in that no fatalities have occurred, and that but \$2,125.25 have been charged against the Accident Fund.

Rates assessed, 1912, \$1.67 per \$100 of payroll; 1913, \$1.25 per \$100 of payroll; 1914, no calls to date.

CLASS 13.

This class includes the operation of electric light, steam heat, or power plants or systems, and all other electric systems not otherwise specified, with rates varying from 2 per cent. to 4 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$4,930.67
Contributions	\$25,665.50
Interest on daily balances	78.95
Return to fund account death of dependents.....	926.00
Total	26,670.45
Less refund on excess contributions.....	147.68
Net receipts	26,522.77
Total	31,453.44
Accident claims paid	8,226.73
Reserve required to pay pensions.....	12,000.00
Total awards	20,226.73
Balance Sept. 30, 1914.....	\$11,226.71

Reserve Fund.

Balance Oct. 1, 1913.....	\$23,929.74
Reserve required to pay pensions.....	12,000.00
Less amount returned to accident fund account death of dependents	926.00
Net reserve required to pay pensions.....	11,074.00
Interest received on bond investments.....	1,489.96
Total	\$36,493.70
Less pensions paid	3,437.80
Balance Sept. 30, 1914.....	\$33,055.90

There were two fatalities and one total permanent disability during the year in this class, requiring the setting aside

of a reserve to secure pensions. One death of dependents required a return to the Accident Fund of \$926.00.

Rates assessed, 1912, \$2.00 per \$100 of payroll; 1913, \$3.00 per \$100 of payroll; 1914, no calls to date.

CLASS 14.

This class comprises the operation of street railways and interurban railways with rates from 3 per cent to 5 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$10,551.01
Contributions	\$22,277.97
Interest on daily balances.....	225.90
Net receipts	22,503.87
Total	33,054.88
Accident claims paid	18,658.55
Reserve required to pay pensions.....	2,448.91
Total awards	21,107.46
Balance Sept. 30, 1914.....	\$11,947.42

Reserve Fund.

Balance Oct. 1, 1913.....	\$11,292.63
Reserve required to pay pensions.....	2,448.91
Interest received on bond investments	544.51
Total	14,286.05
Less pensions paid	2,117.65
Balance Sept. 30, 1914.....	12,168.40

There was one fatality in this class during the year which required the setting aside of reserve to secure pensions.

Rates assessed, 1912, 75c per \$100 of payroll; 1913, 75c per \$100 of payroll; 1914, no calls to date.

CLASS 15.

This class comprises the operation of telegraph and telephone systems with a basic rate of 3 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$6,294.07
Contributions	\$5,054.61
Interest on daily balances	133.78
Net receipts	5,188.39
Total	11,482.46
Accident claims paid	2,249.05
Reserve required to pay pensions.....	2,778.37
Total awards	5,027.42
Balance Sept. 30, 1914.....	\$6,455.04

Reserve Fund.

Balance Oct. 1, 1913.....	\$6,964.66
Reserve required to pay pensions.....	2,778.37
Interest received on bond investments.....	365.31
Total	10,108.34
Less pensions paid	914.00
Balance Sept. 30, 1914.....	\$9,194.34

In this class there was one fatal accident during the year which required the setting aside of a reserve to secure pensions.

Rates assessed, 1912, \$1.50 per \$100 of payroll; 1913, \$1.50 per \$100 of payroll; 1914, three months at basic rate.

CLASS 16.

This class includes the operation of coal mines at a basic rate of 3 per cent. In point of contribution to the Accident Fund during the year this class ranks as third.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1914.....	\$4,463.64
Contributions	\$136,191.33
Interest on daily balances	241.25
Return to fund account death of dependents, re- marriages, etc.	9,705.52
Total	146,138.10
Less refund on excess contributions.....	47.59
Net receipts	146,090.51
Total	150,554.15
Accident claims paid.....	81,052.75
Reserve required to pay pensions.....	56,310.60
Total awards	137,363.35
Balance Sept. 30, 1914.....	\$13,190.80

Reserve Fund.

Balance Oct. 1, 1913.....	\$75,272.33
Reserve required to pay pensions.....	\$56,310.60
Less amount returned to accident fund account death of dependents, remarriages, etc.....	9,705.52
Net reserve required to pay pensions	46,605.08
Interest received on bond investments.....	4,148.98
Total	126,026.39
Less pensions paid	14,464.82
Balance Sept. 30, 1914.....	\$111,561.57

There were fifteen fatalities and six permanent total disabilities during the year in this class which required the setting aside of a reserve to secure pensions. Two remarriages and one death of dependents required the return to the Accident Fund of \$9,705.52.

Rates assessed, 1912, \$1.50 per \$100 of payroll; 1913, \$2.25 per \$100 of payroll; 1914, six months at basic rate.

CLASS 17.

In this class are listed the operation of mines other than coal, stone quarries, and stone crushing, with rates varying from 2½ per cent to 4 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$3,074.79
Contributions	\$33,147.00
Interest on daily balances.....	57.02
Total	33,204.02
Less refund on excess contributions	248.35
Net receipts	32,955.67
Total	36,030.46
Accident claims paid	19,794.12
Reserve required to pay pensions.....	13,889.07
Total awards	33,683.19
Balance Sept. 30, 1914.....	\$2,347.27

Reserve Fund.

Balance Oct. 1, 1913.....	\$17,669.70
Reserve required to pay pensions.....	13,889.07
Interest received on bond investments.....	1,063.49
Total	32,622.26
Less pensions paid.....	3,316.50
Balance Sept. 30, 1914.....	\$29,305.76

There were four fatalities and one permanent total disability during the year in this class requiring the setting aside of a reserve to secure pensions.

Rates assessed, 1912, \$1.00 per \$100 of payroll; 1913, \$2.25 per \$100 of payroll; 1914, six months at basic rate.

CLASS 18.

In this class are listed the operation of smelters, blast furnaces, and rolling mills, with basic rates of 2½ per cent. and 3 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$4,838.24
Contributions	\$10,779.17
Interest on daily balances	85.53
Net receipts	10,864.70
Total	15,702.94
Accident claims paid	9,549.35
Balance Sept. 30, 1914.....	\$6,153.59

No reserve fund was necessary in this class, and no fatal accidents occurred in this class during the year.

Rates assessed, 1912, 75c per \$100 of payroll; 1913, \$2.25 per \$100 of payroll; 1914, three months at basic rate.

CLASS 19.

In this class are listed the operation of gas works at a basic rate of 3 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$1,262.29
Contributions	\$3,343.83
Interest on daily balances.....	46.06
Net receipts	3,389.89
Total	4,252.18
Accident claims paid	757.20
Balance Sept. 30, 1914.....	\$3,894.98

Reserve Fund.

Balance Oct. 1, 1913.....	\$2,782.07
Interest received on bond investments.....	139.26
Total	2,921.33
Less pensions paid	240.00
Balance Sept. 30, 1914.....	\$2,681.33

No fatalities have occurred during the fiscal year requiring pensions in this class.

Rates assessed, 1912, 75c per \$100 of payroll; 1913, 75c per \$100 of payroll; 1914, no calls to date.

CLASS 20.

In this class are listed the operations of steamboats, tugs and ferries. So few employers are engaged in this industry in the State of Washington, and so few workmen employed coming under the Workmen's Compensation Act, it is recommended that these operations be combined with some other class and Class 20 be eliminated.

Statement for the fiscal year ending September 30, 1914,
is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$264.69
Contributions	\$686.61
Interest on daily balances.....	10.97
Net receipts	697.58
Total Sept. 30, 1914.....	962.27

Reserve Fund.

Balance Oct. 1, 1913.....	\$1,291.09
Interest received on bond investments.....	61.98
Total	1,353.07
Less pensions paid	180.00
Balance Sept. 30, 1914.....	\$1,173.07

No fatalities have occurred in this class during the last fiscal year.

Rates assessed, 1912, \$1.50 per \$100 of payroll; 1913, \$2.25 per \$100 of payroll; 1914, three months at basic rate.

CLASS 21.

In this class are listed the grain elevators, including the operations of flour mills, chop and feed mills, and grain warehouses. The basic rate is 2 per cent.

Statement for the fiscal year ending September 30, 1914,
is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$3,353.50
Contributions	\$13,842.55
Interest on daily balances.....	67.99
Total	13,910.54
Less refund on excess contributions.....	4.67
Net receipts	13,905.87
Total	17,259.37
Accident claims paid	9,647.94
Reserve required to pay pensions.....	4,000.00
Total awards	13,647.94
Balance Sept. 30, 1914.....	\$3,611.43

Reserve Fund.

Balance Oct. 1, 1913.....	None
Reserve required to pay pensions.....	\$4,000.00
Less pensions paid	30.00
	<hr/>
Balance Sept. 30, 1914.....	\$3,970.00

There was one fatal accident in this class during the year which required the setting aside of a reserve to secure pensions.

Rates assessed, 1912, 50c per \$100 of payroll; 1913, 50c per \$100 of payroll; 1914, three months at basic rate.

CLASS 22.

In this class are listed the operations of laundries including dye and cleaning works, with a basic rate of 2 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$604.86
Contributions	\$5,005.70
Interest on daily balances.....	50.44
	<hr/>
Total	5,056.14
Less refund on excess contributions.....	57.20
	<hr/>
Net receipts	4,998.94
	<hr/>
Total	5,603.80
Accident claims paid	3,627.80
	<hr/>
Balance Sept. 30, 1914.....	\$1,976.00

No reserve fund was necessary in this class, and no fatalities have occurred in the work of this class during the past three years.

Rates assessed, 1912, 16 2-3c per \$100 of payroll; 1913, 33 1-3c per \$100 of payroll; 1914, no calls to date.

CLASS 23.

In this class is listed the operation of water works. The making of new connections is regarded as operation, but extension of plant is rated in Class 6. The basic rate of this class is 2 per cent.

Statement for the fiscal year ending September 30, 1914,
is as follows:

Accident Fund.

Balance Oct. 1, 1913.....		\$1,375.21
Contributions	\$4,057.22	
Interest on daily balances	41.67	

Net receipts	4,098.89
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Total	5,474.10
Accident claims paid	1,515.83

Balance Sept. 30, 1914.....	\$3,958.27
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Reserve Fund.

Balance Oct. 1, 1913.....	\$5,936.77
Interest received on bond investments.....	274.79

Total	6,211.56
Less pensions paid	1,087.85

Balance Sept. 30, 1914.....	\$5,123.71
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Rates assessed, 1912, \$1.00 per \$100 of payroll; 1913, \$1.50 per \$100 of payroll; 1914, three months at basic rate.

CLASS 24.

In this class are listed the operations of paper or pulp mills, with a basic rate of 2 per cent.

Statement for the fiscal year ending September 30, 1914,
is as follows:

Accident Fund.

Balance Oct. 1, 1913.....		\$1,754.74
Contributions	\$7,724.06	
Interest on daily balances.....	24.12	

Net receipts	7,748.18
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Total	9,502.92
Accident claims paid	6,963.65
Reserve required to pay pensions.....	2,613.07

Total awards	9,576.72
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Amount overdrawn Sept. 30, 1914.....	\$73.80
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Reserve Fund.

Balance Oct. 1, 1913.....	\$5,156.41
Reserve required to pay pensions.....	2,613.07
Interest received on bond investments.....	255.52

Total	8,025.00
Less pensions paid	636.65

Balance Sept. 30, 1914.....	\$7,388.35
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There was one fatal accident in this class during the year requiring the setting aside of reserve to secure pensions. This account shows a small overdraft due to several accidents being charged during the latter part of the month of September before returns were due on demands made upon the employers in this class.

Rates assessed, 1912, \$2.00 per \$100 of payroll; 1913, \$1.50 per \$100 of payroll; 1914, six months at basic rate.

CLASS 25.

In this class are listed the garbage works and fertilizer plants with rates of 2 per cent and 2½ per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$2,052.59
Contributions	\$1,353.49
Interest on daily balances	43.86
Net receipts	1,397.35
Total	3,449.94
Accident claims paid	1,083.30
Balance Sept. 30, 1914.....	\$2,366.64

No reserve fund was necessary in this class.

No fatality or very serious accident has occurred in the work of this class, but so few employers are engaged in these industries that it is recommended when opportunity occurs, that this class be eliminated and the operation of these employers be listed in other classes.

Rates assessed, 1912, \$1.00 per \$100 of payroll; 1913, \$1.00 per \$100 of payroll; 1914, no calls to date.

FACTORIES (USING POWER DRIVEN MACHINERY).**CLASS 26.**

In this class is listed stamping tin or metal. Where such work is conducted in the State of Washington it is usually in connection with work listed in other classes. For this reason no employers are listed in this class, their work being appropriately rated elsewhere, and it is recommended that the class be dropped.

CLASS 27.

Manufacture in factories of bridge work, steam shovels, or dredges, tanks and water towers. So far as such work is done in the State of Washington it has been listed in Class 34, in which the work of manufacturing iron and steel articles and machine shops are listed. No listings are, therefore, made in this class and it is recommended that these operations be assigned when re-classification occurs and that the class be dropped.

CLASS 28.

This class refers to manufacture and repair in shops of railroad cars and locomotives. As most of this work within the State of Washington is done by employes of companies engaged in interstate commerce, and no such employers are listed, any such work done by others is listed in Class 34 to which class it is recommended that independent industries be listed and this class be eliminated.

CLASS 29.

This class embraces the lighter forms of wood work, among others sash and door factories, box factories, woodenware or wood fibre ware, and wood working not otherwise specified, with rates at 2 per cent and 2½ per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....		\$5,721.68
Contributions	\$39,277.62	
Interest on daily balances	96.50	
	<hr/>	
Total	39,374.12	
Less refund on excess contributions.....	4.33	
	<hr/>	
Net receipts		39,369.79
		<hr/>
Total		45,091.47
Accident claims paid	39,635.45	
Reserve required to pay pensions	3,427.34	
	<hr/>	
Total awards		43,062.79
		<hr/>
Balance Sept. 30, 1914.....		\$2,028.68

Reserve Fund.

Balance Oct. 1, 1913.....		\$5,994.56
Reserve required to pay pensions.....		3,427.34
Interest received on bond investments.....		296.23
		<hr/>
Total		9,718.13
Less pensions paid		953.00
		<hr/>
Balance Sept. 30, 1914.....		\$8,765.13

There was one fatal accident in this class during the year which required the setting aside of reserve to secure pensions.

Rates assessed, 1912, \$1.04 per \$100 of payroll; 1913, \$1.25 per \$100 of payroll; 1914, three months at basic rate.

CLASS 30.

In this class is listed asphalt manufacturing at a basic rate of 2½ per cent. Experience has shown that there are no firms engaged in asphalt manufacturing in the State of Washington. The work is all being done by contractors on the work. The accounts in this class have been transferred into Class 8. It is recommended that Class 30 be eliminated.

CLASS 31.

This class includes the manufacture of cement and building material not otherwise specified, stone work with or without machinery, lime burning, cutting paving blocks, and the manufacture of paints and oils.

Statement for the fiscal year ending September 30, 1914,
is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$3,860.69
Contributions	\$13,052.41
Interest on daily balances	52.64
Return to fund account remarriages.....	6,152.72
Total	19,257.77
Less refund on excess contributions.....	13.77
Net receipts	19,244.00
Total	23,104.69
Accident claims paid	7,625.00
Reserve required to pay pensions.....	12,772.76
Total awards	20,397.76
Balance Sept. 30, 1914.....	\$2,706.93

Reserve Fund.

Balance Oct. 1, 1913.....	\$7,867.42
Reserve required to pay pensions.....	\$12,772.76
Less amount returned to accident fund account re-marriages	6,152.72
Net reserve required to pay pensions.....	6,620.04
Interest received on bond investments.....	446.02
Total	14,933.48
Less pensions paid	2,513.75
Balance Sept. 30, 1914.....	\$12,419.73

There was one fatal accident and one permanent total disability in this class during the year. Two remarriages caused the return of \$6,152.72 to the Accident Fund.

Rates assessed, 1912, \$1.25 per \$100 of payroll; 1913, \$1.87½ per \$100 of payroll; 1914, three months at basic rate.

CLASS 32.

This class includes canneries of fruits and vegetables at a basic rate of 2½ per cent. No employers are listed in this class as this industry is regarded as working in food stuffs and listed in Class 39. It is recommended that this class be eliminated.

CLASS 33.

This class comprises canneries of fish or meat products, including the manufacture of dog fish oil at a specified rate of $2\frac{1}{2}$ per cent. Nearly all employers in this class are engaged in several different kinds of work, and owing to the difficulty of accurately segregating the payroll, a flat rate of 3 per cent. covering all forms of labor has been agreed upon.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$1,870.27
Contributions	\$24,896.84
Interest on daily balances	98.69
Net receipts	24,995.53
Total	26,865.80
Accident claims paid	7,062.05
Balance Sept. 30, 1914.....	\$19,803.75

Reserve Fund.

Balance Oct. 1, 1913.....	\$10,856.08
Interest received on bond investments	453.31
Total	11,309.39
Less pensions paid	2,165.40
Balance Sept. 30, 1914.....	\$9,143.99

Rates assessed, 1912, 75c per \$100 of payroll; 1913, \$1.50 per \$100 of payroll; 1914, no calls to date.

CLASS 34.

In this class are listed operations of metal manufacturing at a basic rate of 2 per cent. It also includes the beveling of glass at a rate of $2\frac{1}{2}$ per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$884.64
Contributions	\$32,456.01
Interest on daily balances.....	87.73
Total	32,543.74
Less refund on excess contributions.....	153.08
Net receipts	32,390.66
Total	33,275.30
Accident claims paid	25,750.45
Reserve required to pay pensions.....	6,288.43
Total awards	32,038.88
Balance Sept. 30, 1914.....	\$1,236.42

Reserve Fund.

Balance Oct. 1, 1913.....	\$10,338.50
Reserve required to pay pensions.....	6,288.43
Interest received on bond investments.....	664.50
Total	17,291.43
Less pensions paid	1,648.30
Balance Sept. 30, 1914.....	\$15,643.13

There were two fatalities in this class during the year which required the setting aside of a reserve to secure pensions.

Rates assessed, 1912, \$1.00 per \$100 of payroll; 1913, 66 2-3c per \$100 of payroll; 1914, no calls to date.

CLASS 35.

In this class are listed manufacturers of earthenware, brick, tile, or terra cotta, including glass jars and insulators, with a specified rate of 2 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$2,876.03
Contributions	\$4,838.03
Interest on daily balances	57.02
Net receipts	4,895.05
Total	7,771.08
Accident claims paid	2,613.55
Reserve required to pay pensions.....	1,169.24
Total awards.....	3,782.79
Balance Sept. 30, 1914.....	\$3,988.29

Reserve Fund.

Balance Oct. 1, 1913.....	\$1,526.53
Reserve required to pay pensions.....	1,169.24
Interest received on bond investments.....	76.08
Total	2,771.85
Less pensions paid	607.50
Balance Sept. 30, 1914.....	\$2,164.35

There was one fatality in this class during the year which required the setting aside of reserve to secure pensions.

Rates assessed, 1912, 50c per \$100 of payroll; 1913, 50c per \$100 of payroll; 1914, no calls to date.

CLASS 36.

This class includes peat fuel and brickettes. No listings have been made in this class, but such work, if any, has been listed in Class 35. There are probably no employers engaged in these operations, exclusively, in the State of Washington.

CLASS 37.

This class comprises the breweries, bottling works, manufacture of ammonia and alcohol, with a basic rate of 2 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$856.63
Contributions	\$9,775.82
Interest on daily balances.....	63.60

Total	9,839.42
Less refund on excess contributions.....	49.35

Net receipts	9,790.07
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Total	10,646.70
Accident claims paid	3,803.20

Balance Sept. 30, 1914.....	\$6,843.50
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Reserve Fund.

Balance Oct. 1, 1913.....	\$3,021.15
Interest received on bond investments.....	160.10

Total	3,181.25
Less pensions paid	396.00

Balance Sept. 30, 1914.....	\$2,785.25
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Rates assessed, 1912, 50c per \$100 of payroll; 1913, \$1.00 per \$100 of payroll; 1914, no calls to date.

CLASS 38.

This class comprises cordage work, working in wool, cloth, leather, paper, brush, rubber or textile not otherwise specified, with a basic rate of $1\frac{1}{2}$ per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$3,086.34
Contributions	\$4,507.07
Interest on daily balances	78.95
Net receipts	4,586.02
Total	7,672.36
Accident claims paid	1,284.70
Reserve required to pay pensions.....	1,970.00
Total awards	3,254.70
Balance Sept. 30, 1914.....	\$4,417.66

Reserve Fund.

Balance Oct. 1, 1913.....	\$305.81
Reserve required to pay pensions.....	1,970.00
Interest received on bond investments.....	10.80
Total	2,286.61
Less pensions paid	290.65
Balance Sept. 30, 1914.....	\$1,995.96

In this class there was one fatality during the year which required the setting aside of reserve to secure pensions.

Rates assessed, 1912, $37\frac{1}{2}$ c per \$100 of payroll; 1913, $37\frac{1}{2}$ c per \$100 of payroll; 1914, no calls to date.

CLASS 39.

In this class is listed the working in food stuffs, including oils, fruits and vegetables, with a basic rate of $2\frac{1}{2}$ per cent. This class refers exclusively to edibles and includes the manufacture of candies and crackers.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....		\$1,631.39
Contributions	\$3,926.26	
Interest on daily balances	39.48	
	<hr/>	
Total	3,965.74	
Less refund on excess contributions.....	4.58	
	<hr/>	
Net receipts		3,961.16
		<hr/>
Total		5,592.55
Accident claims paid		2,853.70
		<hr/>
Balance Sept. 30, 1914.....		\$2,738.85

No reserve fund was necessary in this class.

Rates assessed, 1912, 37½c per \$100 of payroll; 1913, 37½c per \$100 of payroll; 1914, no calls to date.

CLASS 40.

In this class is listed the creameries and condensed milk operations with a basic rate of 1½ per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....		\$1,655.68
Contributions	\$1,575.97	
Interest on daily balances	32.90	
	<hr/>	
Net receipts		1,608.87
		<hr/>
Total		3,264.55
Accident claims paid		1,354.00
		<hr/>
Balance Sept. 30, 1914.....		\$1,910.55

No reserve fund was necessary in this class.

Rates assessed, 1912, 12½c per \$100 of payroll; 1913, 25c per \$100 of payroll; 1914, no calls to date.

CLASS 41.

This class includes the operation of printing, electrotyping, photo-engraving, engraving, lithographing, also making of jewelry, with a basic rate of 1½ per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$4,282.15
Contributions	\$2,310.36
Interest on daily balances.....	98.69
Net receipts	2,409.05
Total	6,691.20
Accident claims paid	2,831.15
Balance Sept. 30, 1914.....	\$3,860.05

No reserve fund was necessary in this class.

Rates assessed, 1912, 12½c per \$100 of payroll; 1913, 06¼c per \$100 of payroll; 1914, no calls to date.

In the foregoing group of manufacturing establishments a combination of those having a basic rate of 1½ per cent. could well be made, thus creating a large class with a balance sufficiently large to provide for one or more fatalities. The hazard of the classes are proportionately the same.

MISCELLANEOUS WORK.**CLASS 42.**

This class includes wharf operations, stevedoring and longshoring, with rates of 2 per cent. and 3 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$629.73
Contributions	\$30,501.25
Interest on daily balances.....	39.48
Total	30,540.73
Less refund on excess contributions.....	34.59
Net receipts	30,506.14
Total	31,135.87
Accident claims paid	17,651.49
Reserve required to pay pensions.....	10,866.69
Total awards	28,518.18
Balance Sept. 30, 1914.....	\$2,617.69

Reserve Fund.

Balance Oct. 1, 1913.....	\$7,562.02
Reserve required to pay pensions.....	10,866.69
Interest received on bond investments.....	543.22
Total	18,971.93
Less pensions paid	2,226.55
Balance Sept. 30, 1914.....	\$16,745.38

In this class there were four fatalities which required the setting aside of a reserve to secure pensions.

Rates assessed, 1912, 75c per \$100 of payroll; 1913, \$3.00 per \$100 of payroll; 1914, six months at basic rate.

CLASS 43.

In this class are listed stock yards, packing houses, making of soap, tallow, lard or grease, tanneries, and workmen engaged in slaughtering in connection with packing houses to be included with basic rates from 1½% to 2½%.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....		\$665.38
Contributions	\$8,051.36	
Interest on daily balances	46.06	
Total	8,097.42	
Less refund on excess contributions.....	11.16	
Net receipts		8,086.26
Total		8,751.64
Accident claims paid		3,101.40
Balance Sept. 30, 1914.....		\$5,650.24

Reserve Fund.

Balance Oct. 1, 1913.....	\$467.50
Interest received on bond investments.....	20.11
Total	487.61
Less pensions paid	240.00
Balance Sept. 30, 1914.....	\$247.61

Rates assessed, 1912, 62½c per \$100 of payroll; 1913, \$1.25 per \$100 of payroll; 1914, no calls to date.

CLASS 44.

This class embraces refrigerating and cold storage plants, and the manufacturing of artificial ice with a basic rate of 2 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....		\$3,096.16
Contributions	\$4,199.29	
Interest on daily balances	76.76	
Net receipts		4,276.05
Total		7,372.21
Accident claims paid		2,675.60
Balance Sept. 30, 1914.....		\$4,696.61

No Reserve Fund was necessary in this class.

Rates assessed, 1912, \$1.00 per \$100 of payroll; 1913, \$1.50 per \$100 of payroll; 1914, no calls to date.

CLASS 45.

This class includes the theatre stage employes with a specified rate of 1½ per cent. This class does not include moving picture operators. This is a very small class and the theatre stage employes are chiefly subject to the hazard attending work of construction. It is recommended that listings in this industry be assigned to Class 5 and that Class 45 be eliminated.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....		\$576.71
Contributions	\$1,111.28	
Interest on daily balances.....	15.35	
Net receipts		1,126.63
Total		1,703.34
Accident claims paid		75.00
Balance Sept. 30, 1914.....		\$1,628.34

No Reserve Fund was necessary in this class.

Rates assessed, 1912, 37½c per \$100 of payroll; 1913, 75c per \$100 of payroll; 1914, three months at basic rate.

CLASS 46.

This class includes operations of powder works manufacturing at a rate of 10 per cent. and the manufacture of fire works at a basic rate of 5 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Overdrawn Oct. 1, 1913.....	\$12,608.56
Contributions	15.28
Overdrawn Sept. 30, 1914.....	12,593.28

Reserve Fund.

Balance Oct. 1, 1913.....	\$8,436.91
Interest received on bond investments.....	405.87
Total	8,842.78
Less pensions paid	1,877.33
Balance Sept. 30, 1914.....	\$6,965.45

Owing to litigation no calls have been made.

CLASS 47.

In this class is listed the operations of creosoting works and pile treating works, with a basic rate of $2\frac{1}{2}$ per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....	\$889.08
Contributions	\$3,369.61
Interest on daily balances	28.51
Net receipts	3,398.12
Total	4,287.20
Accident claims paid	2,528.80
Balance Sept. 30, 1914.....	\$1,758.40

No Reserve Fund was necessary in this class.

For the reason that operations of this class are closely allied with the lumbering business, it is recommended that when opportunity for re-classification occurs that the listings be assigned to Class 10 and that this class be eliminated.

Rates assessed, 1912, \$1.04 per \$100 of payroll; 1913, \$1.87 per \$100 of payroll; 1914, three months at basic rate.

CLASS 48.

Elective adoption agreement for non-extra hazardous industries, specified rate of 1.35 per cent.

Statement for the fiscal year ending September 30, 1914, is as follows:

Accident Fund.

Balance Oct. 1, 1913.....		\$1,971.19
Contributions	\$3,257.68	
Interest on daily balances	46.06	
Net receipts		3,303.74
Total		5,274.93
Accident claims paid	838.65	
Reserve required to pay pensions.....	3,046.43	
Total awards		3,885.08
Balance Sept. 30, 1914.....		\$1,389.85

Reserve Fund.

Balance Oct. 1, 1913		None
Reserve required to pay pensions.....	\$3,046.43	
Less pensions paid	239.67	
Balance Sept. 30, 1914.....		\$2,806.76

The experience of the class covering a period of three years, with the small number of firms taking advantage of the privilege extended, makes it a dangerous class, as no adequate balance can be created without undue burden on the employer.

The rate is hardly adequate for the risks assumed.

The fatality for which reserve of \$3,046.43 was set aside occurred to a janitor, an employe of Seattle School District No. 1, who was cleaning windows and fell from the third story of a school building.

From correspondence with various contributors we are led to believe they would much prefer that they be allowed to include in their extra hazardous payrolls all employes, no matter what their employment, rather than to be bothered with the signing of elective adoption agreements.

Rates assessed, 1912, 33¾c per \$100 of payroll; 1913, 67½c per \$100 of payroll; 1914, three months at basic rate.

Experience of the past three years goes to show that the larger the membership of the class, the greater security from being wiped out by a serious disaster.

Recommendation is made that the number of classes be reduced by at least one-half. The grouping of our present classes can easily be accomplished, due regard being taken of the past experience as to the occupational hazard, and the proper differential maintained as to rates. By such consolidation the working balance could be reduced fully one-third, and this excess of cash retained by the contributors and used in their business.

STATEMENT OF ADMINISTRATION EXPENSES.

From October 1, 1913, to September 30, 1914.

Salaries—Commissioners	\$ 10,800.00
Salaries—Secretary, Medical Advisor, Auditors, Office force, and Claim Adjusters	59,242.28
Railway fares, meals, and hotel accommodations.....	13,186.96
Stationery and office supplies.....	2,364.26
Postage	4,580.00
Telephone and telegraph	878.80
Printing	4,902.64
Court costs	881.30
Rents	1,962.10
Office furniture and equipment.....	2,010.07
Physicians	5,057.50
General expense	1,082.24
Total	\$106,948.15

The law requires the State to pay the entire cost of administration of the Industrial Insurance Department leaving the whole amount paid in by the employers to be devoted to the payment of awards for injuries.

The expenses incurred are considerably less than the amount allowed under the appropriation, and the ratio of expense to total contributions for the past year has only been 6.66 per cent. The average ratio for the three year period is 7.49 per cent. It is only by practicing the strictest economy in the administration of the law that we can make this showing.

GEO. H. TARBELL,
Chief Auditor.

SUGGESTIONS TO EMPLOYERS.

BY THE CHIEF AUDITOR.

The following suggestions to employers are submitted with a view of facilitating the work of this Commission in the obtaining of payrolls:

We advise the adoption of a payroll sheet on which is a summary of each month's operation taken from the time-book.

The segregation of the construction labor on the payroll from the operating or manufacturing labor.

If you have knowledge of any new firms or individuals commencing business, it is your duty to the State as well as to your own advantage, to send the information to this Commission. The greater the number of contributors to a class, the less the cost to individual operators.

A Postal Card addressed to this Commission with the information is very desirable and at the first opportunity one of our auditors will call upon the new firm and their contribution to the Accident Fund will be obtained.

Make all drafts, checks and money orders payable to the INDUSTRIAL INSURANCE COMMISSION.

Checks in payment of assessments due the Accident Fund should reach Olympia before the due date—do not wait until the last day before mailing your check. The accident may happen while your remittance is on the way.

In the handling of 9,000 accounts with a limited force, mistakes will occur. If there is an error in your assessment notice, do not hesitate to call the attention of the department to it. Inform us immediately on receiving the notice, do not wait until it is due, nor allow yourself to go in default on account of it.

If you do not receive your receipt for money sent in payment of an assessment within ten days, notify the Olympia Office, when a duplicate receipt will be sent you.

ADDRESS ALL COMMUNICATIONS to The Industrial Insurance Commission, Olympia, Washington.

REPORT OF MEDICAL ADVISOR.

- (1) *Suggestions as to amendments to Act will be found in several places where cases illustrate same.*
Intoxication.
- (2) *Disability Groups.*
Fractures—Amputations—Infections.
Scalds—Burns—Cuts—Sprains.
Puncture Wounds—Bruises.
Multiple Injuries—Dislocations.
Unclassified Injuries.
Eyes—Ears—Hernia.
Summary of all injuries.
Death Claims.
- (3) *Problem Cases.*
Peculiar claims with findings and results.
Comments on law.
- (4) *Court Decisions.*
List of cases appealed with findings in Superior and also Supreme Court.
- (5) *Number of accidents reported to Commission.*
Rejections.
No Claims.
Disability not result of accident, etc.
A partial list of rejections not the result of accident.
- (6) *Final results of fractures.*
Time loss disabilities.
Comparison with British Statistics.

In presenting this, our third annual report of the medical department of the Industrial Insurance Commission of Washington, we give our disability groups, classifications and summary of all injuries, etc., as usual. In addition to this, we have recited a number of cases which seem to indicate the necessity of a change in the law to cover their peculiarities, with some sug-

gestions on same.. We also recite all court reviews in superior and supreme court with findings where this department is involved, including two cases that it was a question as to whether the claimant was in a hazardous or non-hazardous occupation; a list of the claims rejected, giving classification of same, with a number of examples of claims filed not the result of accident.

Workman filed claim for injury to side, claiming that he fell down while carrying peevy and had to quit work as result of same. There were some features about this claim which caused us to investigate it. We found that this man was an habitual drinker and about eleven o'clock at night while going to the room in which he slept, fell down and hurt himself and the next morning was discharged by his employer. He claimed he fell down during work and had two witnesses to his accident, but upon investigation, we found that these witnesses were not employes where he was working. I recite this claim as a sample of a great number that we have presented for payment, showing the necessity for a clause in the law similar to the one here attached, which is taken from the bill made by Congress to govern and compensate accidents in the Canal zone. It reads as follows:

Whosoever shall make in any papers required under sections of this Act any statement, knowing it to be false, shall be deemed guilty of perjury and shall be punished by fine of not more than \$5,000.00, or by imprisonment.

We should also have a clause in the law similar to the one in the Wisconsin Act which reads:

Any physician having attended an employe in a professional capacity may be required to testify before the Commission when it shall so direct, and the law made by statute of privilege communication between patient and physician shall not apply.

INTOXICATION.

Intoxication is one of the common complaints made to the Commission by superintendents of hospitals wherein injured workmen are being cared for. These complaints are made over and over, *i. e.*, that the claimant is at no expense in the hospital for board, medical care, etc., uses the compensation for liquor

and as soon as he receives his monthly check, if he is able, he will go down town, stay all day, return intoxicated and make a disturbance. If he is not able to go himself, he will generally succeed in having a friend who will bring the liquor to him. Just at this writing we have a letter written by a physician who is in charge of one of these hospitals stating that one of his patients was peaceable and quiet until he received his check. He immediately went down town, came back drunk and decided that he would drive everybody out of the hospital, even the Doctor himself, and the Doctor had to call the police and have the man arrested.

.Without any authority in the Act itself, I have made a business of marking all these claims, where complaint has been made, to suspend payment until the man is ready to be discharged from the hospital, and as soon as he is discharged, we pay him his money. I think, however, that there should be a clause in the law giving the Commission authority for action and to cover some other peculiar conditions that come up. It might read as follows:

If any employe shall persist in insanitary or injurious practices which tend to either imperil or retard his recovery, or, shall refuse to submit to such medical or surgical treatment as is reasonably essential to promote his recovery, the Commission in its discretion, may reduce or suspend the compensation of any such injured employe.

FRACTURES: In this year we completed 12,586 claims, of which 1,455 were for fractures. In this list, the leg comes first with 286, the forearm next with 150, fractures involving the feet 103, the clavicle 51, the thigh 44, the arm 30, the skull 17 and the pelvis 10. The average disability duration was 65.4 days. The award in time loss was \$130,283.03 with an average time award of \$89.54. In the 1,455 cases, there were 284 that had a permanent disability. The disability award for these cases was \$211,895.53.

AMPUTATIONS: There were 461 amputations. As in the two previous years, the index finger heads the list with 72. There were five amputations of the arm, 6 of the forearm, 6 of the hand, 1 at the thigh, 15 of the leg and 4 of the foot. The

average time loss in amputations was 43.6 days. The time award was \$28,853.96. The average time award was \$62.58. The permanent disability award \$107,862.50, making a total of \$136,716.46.

INFECTIONS: There were 743 infection claims, 534 of these involving the hand, 15 the wrist, 20 the forearm, 2 the arm, 1 the shoulder, 48 the leg, 51 the foot, 37 the knee, and 5 the thigh. The average duration of disability was 20.7 days. The amount of time award \$20,775.10. The average time award was \$27.95. In this list there were 49 permanent disabilities and 4 deaths. The disability award was \$6,837.50, making a total of \$27,612.60.

SCALDS AND BURNS: There were 286 scalds and burns. Of this number 110 cases involved multiple members of the body, 59 cases where the hand was burned, 29 cases where the eyes were burned, 18 burns of the face, and 31 where the leg and the foot were involved. The average time loss in the 286 cases was 21.7 days. The time award was \$8,832.60. The average time award was \$30.88. There were 9 permanent disabilities and the disability award was \$5,925.00, making a total of \$14,757.60.

CUTS: There were 2,542 cuts and as usual the hand comes first with 1,290; 374 involved the foot, 76 the forearm, 43 the arm, 9 the shoulder, 132 the head, 134 the face, 81 the eye and 96 multiple members. There was an average time loss of 18.2 days. The time award was \$64,001.08, making the average time award \$25.17. There were 192 permanent disabilities. The disability award was \$36,131.25, making a total of \$100,132.33.

SPRAINS: There were 1,234 sprains. Here the ankle comes first with 389, and the knee 129. The average time loss was 23.2 days. The time award was \$40,866.20. The average time award \$33.12. There were 28 permanent disabilities and the disability award was \$5,250.00, making a total of \$46,116.20.

PUNCTURE WOUNDS: There were 503 puncture wounds; 164 involving the hand, 181 the foot, 31 the knee, 19 the leg, 13 the thigh, 10 the ankle, 27 the eye. There was an average

time loss of 14.8 days. The amount of time award was \$10,-595.95. The average time award was \$21.06. There were 18 permanent disabilities of which 9 resulted to the eye. The disability award was \$7,837.50, making a total of \$18,433.45.

BRUISES: There were 4,285 bruises. The hand and foot come in for the larger percentage of them, while there are 128 involving the eye. In this list there is not one member of the body that seems to have escaped. The average time loss was 19.6 days. The time award was \$117,444.50. The average time award was \$27.39. There were 111 permanent disabilities. The disability award was \$25,875.00, making a total of \$143,-319.50.

MULTIPLE INJURIES: There were 574 cases with an average time loss of 56.7 days. The time award was \$43,-753.12 with an average time award of \$76.21. In this list there were 185 permanent disabilities, the highest percentage in any class of injury. The disability award was \$47,275.00, making a total of \$91,028.12.

DISLOCATIONS: There were 153 dislocations. In this list the shoulder comes first with 49, the ankle second with 15, the knee 13, the foot 10, the hip 5, the wrist 9, the forearm 7. The average time loss was 45.6 days. The time award was \$9,837.65 with an average time award of \$64.29. The permanent disabilities number 25, with awards \$6,000, making a total of \$15,837.65. I will call attention to the long time loss in these cases as reported making the highest time award in the entire list with the exception of multiple injury, which is very little above it; also the high permanent disability, 16 per cent. of the cases showing disability (?).

UNCLASSIFIED INJURIES: There were 350 claims with an average time loss of 39.2 days. The time award was \$20,-911.24 with an average time award of \$59.75. There were 170 permanent disabilities. The disability award was \$75,850.00, making a total of \$96,761.24. This list includes a lot of claims such as injury to the liver, the coccyx, the kidney, ruptured

urethra, injuries to the penis and scrotum, indefinite internal injuries, etc.

EYES: There were 364 claims for injury to eye. The time award was \$11,188.80. There were 93 permanent disabilities. The disability award was \$67,700.00, making a total of \$78,888.80 paid for injury to eyes this year. In the first and second year the disability in eye injuries run 1 to 3. The disabilities in the present year run about 1 to 3½.

EARS: Injuries to ears number 15 with 1 permanent disability. This does not include the injuries to ears where multiple members were involved, of which there have been a number.

HERNIA: There have been filed 142 claims for hernia. Of this number there have been 70 paid and 72 rejected. Of this list, there were 4 recurring hernias, 1 femoral and 2 double. Of the rejected hernia cases, 2 were not filed within the time limit, 13 no proof that it occurred during employment, 5 no disability, 13 not in the course of employment, 39 not under the Act, non-hazardous.

In the year 1912, there were employed in extra hazardous occupations which came under the law, about 150,000 employes. During that year there were 33 claims filed for hernia as result of accident. In the second year, or 1913, there were about 165,000 employes and 78 claims for hernia filed. In the third year, or 1914, there were about 170,000 employes and there were 142 claims filed for hernia. It will be noted that while there has been a very small increase in number of employes, the rate of increase in hernia cases has been 200 per cent. in three years.

SUMMARY OF ALL INJURIES: I would like to call special attention to this table as it includes all injuries which have been paid under the Act, not including death claims and pensions. There were 12,586 claims with a loss of 357,010 working days, an average of 28.36 days per claim. The allowance for time loss was \$496,154.43 or an average of \$39.42 per claim. There were 1,478 permanent disabilities occurring this year with a disability award of \$406,456.25 or an average per claim of \$275.00. The

total amount paid including time loss and permanent disability awards were \$902,610.68, or an average of \$71.72 per claim for the entire year. In the year 1913, the total average per claim was \$70.92, so you will note how close this year's awards for disabilities is in keeping with last year, the difference being only 80c per claim. Note that this comes in on time loss which has gradually grown a little longer, and which would be naturally expected. The first year the average time loss was 25.2 days per claim, the second year 27.5 per claim and this year 28.86 per claim.

The permanent disability award for 1913 averaged \$287.49 per claim, while this year it is \$275.00 per claim showing that the average permanent disability awards have been about one-half degree lower per claim or \$12.49.

SUMMARY OF ALL INJURIES FOR YEAR, OCTOBER 1, 1918, TO SEPT. 30, 1919.

MEMBER	Number of Injuries	Duration of Disabilities (Work days)	Amount of Time Awards	Number of Degree Awards	Amount of Degree Awards	Total Awards
Foot	1,123	27,526	\$37,601 02	47	\$16,612 50	\$54,213 52
First toe	337	5,261	7,134 55	14	1,462 50	8,597 05
One other toe	109	1,968	2,712 65	10	337 50	3,050 15
Two toes	88	1,902	2,521 70	11	1,350 00	3,871 70
Three toes	23	487	740 65	2	225 00	965 65
Four toes	8	117	149 95	1	12 50	162 45
Five toes	14	448	557 45	2	1,125 00	1,682 45
Leg	855	48,558	67,111 42	109	42,275 00	109,386 42
Thigh	183	12,196	16,512 08	35	14,225 00	30,737 08
Ankle	543	14,242	19,806 81	26	5,375 00	25,183 81
Knee	505	14,238	20,579 85	23	5,975 00	26,554 85
Hip	99	2,810	3,697 06	5	1,950 00	5,547 06
Hand	1,008	18,529	24,900 19	54	26,450 00	51,850 19
Thumb	523	10,668	16,018 55	33	11,275 00	27,293 55
First finger	582	11,160	15,089 91	135	14,500 00	29,589 91
Second finger	470	9,716	13,485 80	99	7,312 50	20,798 30
Third finger	409	8,019	11,083 50	97	6,800 00	17,633 50
Fourth finger	303	6,026	8,005 83	73	3,425 00	11,430 83
First and second fingers	146	3,926	6,082 80	46	8,150 00	14,132 80
Second and third fingers	164	3,580	5,530 60	42	4,818 75	10,349 35
Third and fourth fingers	69	1,647	2,231 10	19	2,750 00	4,981 10
Three fingers	105	3,347	4,654 95	39	9,500 00	14,154 95
Four fingers	36	1,983	2,560 55	19	5,987 50	8,548 05
Thumb and one finger	11	557	893 80	7	2,525 00	3,388 80
Thumb and two fingers	3	91	145 65	2	867 50	1,033 15
Thumb and three fingers	6	289	406 80	4	2,592 50	2,968 30
Thumb and four fingers	5	167	193 20	3	1,737 50	1,930 70
Wrist	268	5,907	8,188 99	7	1,050 00	9,238 99
Forearm	320	13,808	18,981 40	37	19,125 00	38,066 40
Elbow	84	2,020	2,764 20	5	1,692 50	4,426 70
Arm	170	6,580	8,706 25	24	14,787 50	23,493 75
Clavicle	55	3,083	4,142 75	6	2,100 00	6,242 75
Shoulder	226	6,908	10,064 85	17	5,225 00	15,289 85
Neck	22	271	385 95	.....	.....	385 95
Spine	3	330	370 90	1	800 00	1,170 90
Back	516	11,310	16,364 25	5	3,450 00	19,814 25
Chest	79	1,439	2,089 35	.....	.....	2,089 35
Side	179	2,980	4,523 41	1	50 00	4,573 41
One rib	175	3,734	5,410 15	1	100 00	5,510 15
Two ribs	142	4,067	5,839 00	2	125 00	5,964 00
Three ribs	29	1,231	1,866 25	.....	.....	1,866 25
Four ribs	13	509	652 75	.....	.....	652 75
Four or more ribs	12	643	760 45	2	900 00	1,650 45
Buttock	4	67	79 40	.....	.....	79 40
Pelvis	15	1,462	2,125 55	5	2,300 00	4,425 55
Abdomen	39	1,174	1,718 40	3	850 00	2,568 40
Groin	17	373	473 05	.....	.....	473 05
Testicles	30	1,146	1,474 10	3	725 00	2,199 10
Head	108	1,634	2,150 80	1	375 00	2,525 80
Skull	21	1,700	2,006 45	8	3,587 50	5,592 95
Scalp	106	1,387	1,957 75	3	1,800 00	3,757 75
Face	180	1,379	1,873 70	.....	.....	1,873 70
Nose	15	143	207 05	.....	.....	207 05
Forehead	71	924	1,421 90	2	1,300 00	2,721 90
Jaw	23	925	1,331 20	5	850 00	2,181 20
Brain	6	250	599 90	1	100 00	699 90
Eye	364	7,800	11,188 80	96	67,700 00	78,888 80
Ear	15	229	279 15	1	900 00	579 15
Unclassified	53	1,498	2,056 71	27	5,125 00	7,121 71
Multiple members	1,487	70,230	79,414 92	181	67,512 50	146,927 42
Recurrent hernias	4	111	278 75	.....	.....	278 75
Femoral hernias	1	42	48 45	1	175 00	223 45
Inguinal hernias—	.....	.....	.....	.....	.....	.....
1. Single	63	2,782	4,044 58	28	4,900 00	8,944 58
2. Double	2	75	105 55	1	175 00	280 55
Totals	12,596	357,010	\$496,154 43	1,478	\$406,456 25	\$902,610 68

DEATH CLAIMS: There were 324 death claims filed for compensation in the fiscal year 1914. By looking at the table following, it will be seen that the larger per cent. of deaths was due to injuries to head, of which there were 87. The second is body mangled or crushed, 59; the third, fracture of spine, 37; the fourth, traumatic shock, 28; drowning, 25. Two deaths resulted from surgical shock.

In this list it will be noted under the head of "Diseases" some claims filed for compensation which were not result of accident and which were not paid. One case of spinal meningitis will be noted. This man had an injury to the spine followed by an ascending inflammation of the cord which resulted in his death.

IMMEDIATE CAUSE.

Asphyxiation	4
Body mangled or crushed.....	59
Burns	6
Disease:	
Appendix (rupture of)	
Caisson disease	1
Cerebral hemorrhage	2
Endocarditis	1
Natural causes	1
Nephritis	1
Pneumonia (not traumatic).....	1
Tumor of kidney.....	1
Decapitation	2
Drowning	25
Electrocution	6
Hemorrhage	20
Internal injuries	21
Septicemia	4
Shock (traumatic)	28
Shock (surgical)	2
Skull injuries	87
Spine fractures	37
Scalds	4
Suffocation	9
Traumatic pneumonia	3
Traumatic epilepsy	1
Meningitis (spinal)	1
Tetanus	1

PECULIAR CLAIMS, WITH FINDINGS AND RESULTS.

Workman using an axe which glanced, striking him on the head fracturing skull; seemed to recover from the immediate effects but later developed epilepsy from which he died. Autopsy showed adhesions and scar tissue in the brain which was undoubtedly the cause of his epilepsy and death. Death claim paid. This man, however, had been paid a partial permanent disability similar to the case where a workman had lost one leg and in an accident lost the other one. There is no provision in the law for handling this kind of a case. The law, however, provides a pension where both feet are lost. It seems to me that in a case like this where the man has only one leg and loses the other one under the Act, that the first leg should be estimated as a permanent partial disability as indicated in this law and that amount taken out of his reserve that is set aside to pay his pension, thereby reducing his pension in that proportion, and it would be seemingly proper in the first case recited, that this man's payment for partial permanent disability should be taken out of his reserve and his family's pension reduced accordingly, because these cases are not as uncommon as would be expected. We have had a number of cases in this, the third year, similar to these two—a couple will be recited later. If there is not some such ruling as the above made, or the law amended to cover same, it will result in men who have only one eye, one arm, or one leg, not being employed, if they are to be fully compensated, provided they have injury to the other member.

Workman filed claim for injury to eye. His attending physician stated that there was no evidence of injury to the eye and all that he did for him was to prescribe glasses for presbyopia as he was 48 years of age. Later examination, however, showed that this man was blind in that eye and a diagnosis of sarcoma of the choroid made. We will try and keep this man under observation.

Workman filed claim for injury to left eye. This eye was badly cut in the danger zone with considerable lowering of vision. He was previously blind in the right eye, but on being able to

take up some kind of work, he was given a job and in the meantime waiting to let his eye condition become stationary, he was accidentally killed. He was single and had no dependents, but he did owe hospital and other bills incidental to his sickness. Under the present construction of the law, the Commission was unable to pay anything but his funeral expenses. The present law is unjust to people who take a single man in and care for him during his injury, who is without means, because, should death be the result, they would get no compensation as the man must sign the voucher himself and the money be delivered to him. This is not the only case of this type so it has been a matter of considerable comment on the injustice of the law in this particular phase of cases.

Workman had injury to eye, claimed that his vision was greatly reduced. Upon examination, he was found to be quite myopic in both eyes. The injury had caused slight astigmatism in the left eye. In this case, we paid the disability caused by the astigmatism, that is, the difference between the vision in the two eyes.

Workman claimed injury to left eye from being struck by piece of steel. Upon examination, his vision in right eye was 20-100 and left eye 20-20 plus. This case is recited to show what can happen under the act where there is no previous examination of claimants or record of same. Had this man claimed that his right eye had been injured instead of the left, he might have been paid 4-5 the loss of an eye. There is no doubt about it being the left eye that was injured because his own claim and all the other papers say left eye.

Workman received injury to head which must have involved the base of the skull and also passing through into the frontal bone because he is absolutely blind in the right eye, not even perception of light, and deaf in right ear. Vision in left eye is reduced to about one-half normal with a stigmatic lens. This eye, however, shows nothing abnormal or any diseased condition from the accident. This is another case that the law does not cover properly, as under the law, he only has a permanent partial disability which could be compensated only to the limit of \$1,-

500.00, and under the construction of the law, he is not a pension case, but he is certainly disabled twice as much as the man who has lost an arm at or above the elbow.

Workman 61 years of age filed claim for injury to hearing, claimed that he had accidentally gotten a small twig stuck into his ear. Upon examination of ears, found that his hearing was almost nil in the left ear and very low in right ear. Examination of ear drum head showed it retracted and there was no visible signs of injury from traumatism or otherwise to the membrane. Diagnosis made: "Old sclerotic condition complicated with catarrhal trouble" and was undoubtedly not result of any accident that he may have received.

Claim filed by conductor on street railway for injury to arm from being bitten by a passenger whom he attempted to put off the car. At first thought, one would be inclined to think that this was not a hazard of the occupation, but on taking similar matters up with the street car companies of the State, the Commission found that they required the conductor, under certain conditions, to eject the passenger and a good many conductors get hurt in the attempt, and the companies all decided that should the conductors receive an injury under these circumstances, they wanted the Commission to compensate them for same, and as the money comes out of their class, this class of claims have all been paid.

Workman who had compound fracture of right arm, injury to left leg and thigh, injury to right leg, also injury to left ankle, at the present time has practically complete loss of left arm with some disability in right arm and considerable disability in left ankle. This is another man who is not a pensionable case and is certainly far beyond the \$1,500.00 limit.

Workman had slight injury to middle finger of left hand which became infected with a tendosynovitis following, which involved the hand, the forearm and arm. Was in the hands of two of our best physicians. While he was not doing well, his people became dissatisfied. He left the hospital and care of his physicians and went to Vader, Wash., where he took the famous

"Lotz Cure" that is guaranteed to dissolve blood poison in thirty minutes. This man had general septicemia and died.

There have been several claims filed under the Act of which the following is a typical case:

Traumatic rupture of urethra in the membranous portion. This happened November 13, 1913. He had an external urethrotomy. He was under the care of a physician four and a half months then he took up some work, but he has been obliged to have more or less treatment ever since as the physician seems to be unable to get the urethra to remain dilated. He has been carried on a loss of earning power. It is a question what the law ever intended to do with cases of this kind.

Workman filed claim, claiming injury to back. This man was taken to the hospital, was operated and found he had tumor involving the suparenal capsule of the kidney that could not be the result of traumatism as claimed. Man died from surgical shock. Claim was rejected.

Death claim filed. Workman received a lacerated wound of thigh which severed femoral artery. Died from hemorrhage.

Workman 51 years of age received band-saw cut in foot. Was put to bed and seems to have died as result of retention of urine within five days after the accident. He is reported as having had some trouble with bladder before the accident. Condition reported as having chills followed by death.

Night watchman filed claim for general disability as a result of an accident. While standing on sidewalk at the plant motorcycle with two riders ran over him, producing a cut on hand, also a fracture of the third, fourth and fifth metacarpals. There is a very small amount of motion in the joints of hand. Further examination of this man showed him to have a very decided ataxic gait in walking with complete loss of patella reflexes, Romberg decidedly positive, coordination much affected; places the end of index fingers together with great difficulty with eyes open, barely able to find same with eyes closed. I asked him to place the uninjured hand on his nose with his eyes closed and he answered, "I cannot handle that hand very well,"

but made the attempt with the crippled hand. As this condition was certainly not the result of the accident, the disability to hand was estimated and claim closed, but disability to hand was twice as great as it should have been in a normal man.

Workman received fracture of neck of femur on May 21, 1913. Was paid about seven months and at the end of that time, it was found that he still had nonunion. Other conditions present induced us have a Wassermann which was decidedly positive. He was put on treatment for lues; following this, he was operated securing union and a fair result.

Workman 61 years old, on June 17, 1913, fell about ten feet producing considerable contusion to the tissue around the hip. This man was examined on December 8, 1913; was walking on two crutches; was not inclined to use leg. X-Rays showed bone normal. Legs were practically the same size at that time but there seemed to be some embarrassment in the circulation. Was examined later in 1914 and to all appearances had developed an elephantiasis in leg. As elephantiasis seems to often follow traumatism where the lymphatics are involved, this man is still under observation.

APPEAL CASES.

In the case of a carpenter working in a small shop attached to a department store, who accidently received an electric shock and died, the Commission rejected this claim on the ground that the class of business which his employer was engaged in was non-hazardous and did not come under the Act. The Judge of the Superior Court reversed that decision and issued an order directing the department to pay compensation for the death of the claimant.

An appeal was taken to the Supreme Court to determine the question at issue as to whether it was the occupation of the individual that brought him under the Act, or the business that his employer was in that made the classification. The Supreme Court confirmed the lower Court. With this ruling, it becomes necessary to have a clause in the law requiring all employers of

labor who have men in their employ who come under the Act, to report same and make their contribution, as it would be impossible for any set of auditors to find all of these isolated cases.

Claimant filed claim for injuries received while working in commission house as the result of falling into a hole in the floor. It was claimed that she had injury to knee, and prolapsus of both uterus and bowel, as the result of stepping into the hole. She claimed that she had to be operated and was laid up for months as result of same. She was examined by special examiner who found practically no injury as a result of the fall. There was an appeal taken from the decision of the Commission and tried in the Superior Court before a jury. There were two questions submitted to the jury. *First*, was there any temporary total disability? *Second*, is there any permanent partial disability as a result of the accident? The jury answered the first question "no" and the second question "yes."

I recite this case to call attention to what juries will find. The question is how could any claimant have a permanent partial disability as a result of some accident and not be disabled following the accident? This case was not carried further because it was a finding of fact found by a jury. The rule of Courts is not to reverse findings of facts, found by a jury. The Court ordered the Commission to make an award.

Laundry worker filed claim for injury to leg as result of an iron falling from stove striking her on anterior surface of tibia, from which she claimed to be disabled. Upon special examination, there were no objective signs or symptoms of injury, but she was found to be in very poor health and there was a time loss allowance made with no permanent partial disability, from which they took an appeal. Upon investigation of this case, it was established that her father died thirteen years ago of pulmonary tuberculosis and a fifteen-year old sister died the same year, several brothers and sisters had died in childhood, and that she was suffering from tuberculosis of the lungs at the time she claimed to have been injured. Claim is now set up that this is all the result of being struck on the leg by an iron.

The latter part of August, 1914, this claimant died leaving no estate whatever. The case had been set for trial in the Superior Court and at that time her attorney appeared admitting that the claimant was dead, but asked the Court to grant them the appointment of a special administrator that they might go ahead and prosecute the claim. The Court granted this request, but upon later presentation of the matter, the Attorney General moved that the case be dismissed on the ground that claimant is deceased. The Court took this view of the situation and dismissed the case.

Partial Disability Claim: Claimant lost two-thirds of the distal phalanx of right thumb, that is, the thumb was removed just at base of nail. He was allowed our schedule rating for distal phalanx of thumb, which is 5-60 of loss of arm, from which he appealed. Although he had two physicians on stand, which in reply to the question, "If the loss of the right arm at or above the elbow is worth \$1,500.00, what is the loss of the end of the right thumb at base of nail worth?" They each answered \$500.00. After the hearing of the case and some explanation as to this ratio being out of all reason, the Court sustained the Commission and no appeal was taken.

Claim filed for fractured leg caused while horseback riding, result of horse slipping and falling down. It happened on Sunday. Claimant set forth that he had started out to engage a shingle packer. Investigation shows that claimant was not on the company's payroll on that day or any Sunday previous to that date. Claim was rejected on the ground of not being in the course of employment at time of accident, from which he appealed. Court sustained decision of the Commission.

Hernia Claim: Claim filed for inguinal hernia, claimant stating that same came on while working at his regular work doing the identical work that he did every day with no accident in connection with same, other than the appearance of the hernia. Claim was rejected as not being an accident within the meaning of the compensation act, from which he appealed to the Superior Court. The Judge allowed a jury in the case

although the papers in the file show that this man had the hernia two months before he claimed he received accident, but all the evidence we had was from his physician in which he was not allowed to testify as to same. The jury found that the appearance of the hernia was an accident, from which the Commission has taken appeal to the Supreme Court.

Death claim filed. Claimant had gone to supper and while awaiting preparation of meal was accidentally killed by stone thrown by blast. Claim was rejected as accident occurred when claimant was not in course of his employment. Appeal was taken from same. Superior Court sustained the Commission.

Death claim filed. Two men having a few words while working in a mill; one walked away and returning in five or ten minutes, fired shot from pistol which resulted fatally. This claim was rejected by the Commission as not an accident within the meaning of the Compensation Act and not a hazard of the occupation, upon which an appeal was taken and the Superior Court sustained the Commission.

Death Claim. Claim filed by father for death of son fourteen years old, drowned while he was supposed to be playing or running over some shingle bolts that were in pond at shingle mill. Father claimed that he was employed at the mill. This happened April 22nd, at which time a boy fourteen years old should have been in school. Upon investigation, it was found that this boy was not on the payroll. Then the claim was set up that that was the first day he worked and that he would have been on the payroll at the end of the month. Claim was rejected by the Commission as claimant was not an employe, from which appeal was taken through the Superior Court and to the Supreme Court. This case was heard by the Supreme Court en banc and decision rendered sustaining the Commission.

Claim filed for injury to right radius, upon which the man was paid time loss and a permanent partial disability, from which he appealed. This was in 1912. It was heard in the Superior Court in the fall of 1913, and taken under advisement by the Judge and held some nine months or until the Supreme Court had passed on a similar case, then he rendered a

decision sustaining the ruling of the Commission. Another case the same Judge is still holding under advisement, now about eight months. Article 4, Section 20, State Constitution reads: "Every case submitted to a Judge of the Superior Court for his decision, shall be decided by him within ninety days from the submission thereof."

Workman received fracture of great toe. Fracture healed with good result. He was allowed 52 days time loss and 2 degrees permanent disability on account of some stiffness of toe, from which he appealed. Case was heard in Superior Court and decision of the Commission sustained.

Workman had Colles fracture of right arm, for which he was allowed 82 days time loss and 10-60 permanent partial disability, from which he appealed. Decision of the Commission was sustained by the Superior Court.

Workman had fracture of scapula with injury to circumflex nerve producing paralysis of deltoid muscle. This man was paid time loss of 14 months and then paid 10-60 for the permanent disability from the injury to deltoid, from which he appealed. Superior Court sustained the decision of the Commission.

Workman filed claim for broken leg, which happened March 6th, 1914. Claimant stated that he slipped off the roof of dwelling while cleaning moss off same. On looking up his employer, we find audit of his payroll for 1912 in which he states that he "Employed neither skilled nor common labor during that year." In 1913, he states that he "Employed neither skilled nor common labor during this year." In 1914 audit of payroll after accident happened and received in the office June 30th, states:

"March 4th. Johnson worked 8 hours digging out ivy roots at 25c per hour.....	\$2 00
March 5th. Smith worked 8 hours digging out ivy roots at 25c per hour.....	2 00
March 6th. Smith worked 1 hour cleaning moss off of roof at 25c per hour.....	25"

This is all the payroll the employer claims to have had up to June, 1914, thereby coming under the Act for only one hour for which the employer's assessment would only be eight mills. Upon this showing the Commission decided that this man's work was nonhazardous, with the exception of the one hour. But there are so many nonhazardous occupations that for a few hours or a few minutes are liable to become hazardous at any time, that this claim was rejected, upon which an appeal was taken to the Superior Court, and at the trial, they introduced evidence that was not in the Commission's record, which the Court admitted, that is, to the effect that his employer was a painter and did house painting, although he did it himself, and that this man was hired to clean up around the house preparatory to the painting. Note payroll just given above signed as employer, in which the statement is made that this particular man Smith worked nine hours. This employer on witness stand in answer to the question—

"Did this claimant do any work about tearing off shingles preparatory to shingling the roof except as he tore them off in getting the ivy off?"

Answered, "No Sir,—there wasn't any other place where the shingles went off on that porch roof."

Q. "Now, he worked there how long?"

A. "Two days and one hour."

Q. "He worked two days and then went away one day—"

A. "I think he was away one day on account of rain. It was raining the next day; the next morning it was raining and he came to work at ten o'clock and fell at 11."

Q. "Was there anything said by you to him about or in reference to waiting until the paint came and assisting in painting?"

A. "No, I don't think so. I think I can prove that paint was there at that time by going to Fullers and getting the invoice."

You will note also in his report to the Commission that he says "Johnson worked one day, March 4th." On the witness stand:—

Q. "I am speaking of Johnson now."

A. "Oh, Mr. Johnson?"

Q. "Yes."

A. "Oh, Mr. Johnson worked I think about a day or two days."

Q. "You paid the money did you?"

A. "Yes Sir."

After this evidence was introduced, the Court overruled the decision of the Commission. The point that I would like to make clear is that it seems to me in a case where there is *new* evidence introduced that was not before the Commission, that under these circumstances, it would be the Court's duty to remand the case back to the Commission to be reopened and the new evidence heard, or, there should be a clause in the law so rigid and drastic that all employers of labor, no matter how small, will file their payroll and make payment before any accident occurs, and their payrolls should be sworn to before a Notary.

Workman received an injury to both hands by fingers being caught between spool and cable resulting in the following disability:

Right hand, thumb not injured, index finger amputated at middle of second phalanges, ring finger amputated at the first inter-phalangeal joint, third finger amputated at first inter-phalangeal joint, little finger at middle of second phalanges.

Left hand, thumb not injured, index finger amputated at middle of distal phalanges, middle finger amputated at distal third of first phalanges, ring finger amputated at proximal end of first phalanges, little finger amputated at proximal end of first phalanges.

This man having on left hand one normal thumb and a good index finger, on right hand a normal thumb with an index that is 75 per cent. good, with one-half of finger remaining in each

of the other fingers, this injury was classed as a permanent partial disability and man was allowed a loss equal to one hand from which he took an appeal to the Superior Court. The Court rendered a decision sustaining the Commission. From this decision they appealed to the Supreme Court of the State and we give the decision of the Court in full:

"This is an appeal from a judgment of the Superior Court for King County, disposing of an appeal to the Court from an award made to appellant by the Industrial Insurance Commissioners for injuries received by him while engaged in a hazardous occupation.

"In his complaint, filed in the Superior Court upon his appeal from the award of the Commissioners, appellant alleges:

"That at all times herein mentioned the above named claimant and appellant was employed by the said Moore Logging Co. and worked for it in its said logging camp as a common workman or more particularly in the capacity of a 'chaser;' that such employment and work were extra hazardous in character as defined by that certain act relating to compensation for injured workmen, commonly known as the Workmen's Compensation Act and being chapter 74 of the Session Laws of the State of Washington for the year 1911.

"That while claimant and appellant was so engaged and working in said place in said capacity and employment, he was, by reason of negligence attributable to the said logging company, severely and permanently injured and permanently and totally disabled, the injuries so sustained being more particularly as follows; to-wit: that the first finger of his right hand has been cut off immediately above the last joint; that the three other fingers of said hand have all been cut off at and below the last joint; that the first finger of the left hand has been cut off shortly below the first joint, and the three other fingers have been entirely lost; that whatever stumps remain of the fingers on his two hands as aforesaid are and will forever remain stiff and entirely useless * * *

"That thereafter the said claimant and appellant duly filed with the said Industrial Insurance Department his application for compensation for said injuries under the said Workmen's Compensation Act and in all respects complied with its provisions in regard thereto.

"That on the 20th day of September, 1913, the said respondents rendered their decision on said application for compensation, awarding to the said claimant \$45.00 for time loss of one month and one-half and the further sum of \$1,200.00 for permanent partial disability.

"That said decision is erroneous and does not give to the said claimant and appellant the full measure of what he is entitled to under the facts and the law; that said award is inadequate both as to permanent partial disability as well as to permanent total disability;

that said decision is not a proper application of the provisions of the said compensation act, and contrary to the facts."

When the cause came on for hearing in the Superior Court, counsel for the Commissioners objected to a trial by a jury, which had been previously demanded by counsel for appellant, and moved for a dismissal of the appeal upon the ground, in substance, that no question of fact was involved therein triable in the Superior Court, and that the facts alleged in the appellant's complaint did not show any error of law committed by the Commissioners in making the award to appellant. The cause was disposed of by the court upon this ground in favor of the Commissioners, leaving their award to appellant undisturbed.

Counsel for appellant contend that he is entitled to an award as for "permanent total disability," and that the Commissioners erred in making his award, as they did, for "permanent partial disability" only. It is true, appellant alleged in his complaint that he was "permanently and totally disabled," but when we look to his allegations specifically describing his injuries, we find that they consist only of the loss of his fingers, or, rather, portions thereof. This, by the express language of the Compensation Law, as we read it, amounts only to "permanent partial disability." Subdivision (b) of section 5, page 358, laws of 1911, reads:

"(b) Permanent total disability means the loss of both legs or both arms, or one leg and one arm, total loss of eyesight, paralysis or other condition permanently incapacitating the workman from performing any work at any gainful occupation." (Followed by specifications of compensation to be paid under varying conditions.) Subdivision (f) of the same section reads:

"Permanent partial disability means the loss of either one foot, one leg, one hand, one arm, one eye, *one or more fingers*, one or more toes, any dislocation where ligaments are severed, or any other injury known to surgery to be permanent partial disability. For any permanent partial disability resulting from an injury, the workman shall receive compensation in a lump sum in an amount equal to the extent of the injury, to be decided in the first instance by the department, but not in any case to exceed the sum of \$1,500.00. The loss of one major arm at or above the elbow shall be deemed the maximum permanent partial disability. Compensation for any other permanent partial disability shall be in the proportion which the extent of such disability shall bear to the said maximum."

We italicize the words of the law especially applicable here. Reading these two provisions together, it seems clear to us that it must be determined as a matter of law, from the allegations of appellant's complaint, that his injuries consisted only of "permanent partial disability," since they consisted of the loss of portions of his fingers. It is not claimed that he was otherwise injured. Even if trial by jury were a matter of right upon questions of fact in an appeal from an

award made by the Commissioners, as it is not, by the express provisions of section 20 of the law, the question here presented would still be one of law, determinable by the court, and not by a jury. We are of the opinion that the trial court correctly affirmed the decision of the Commissioners, holding that appellant's injuries constituted "permanent partial disability" only.

It is contended that the Commissioners, in any event erred in not awarding appellant the maximum of \$1,500, prescribed by the permanent partial disability provisions above quoted. Section 20 of the act reads:

"Any employer, workman, beneficiary, or person feeling aggrieved at any decision of the department, affecting his interests under this act may have the same reviewed by a proceeding for that purpose, in the nature of an appeal, initiated in the superior court of the county of his residence * * * in so far as such decision rests upon questions of fact, or of the proper application of the provisions of this act, it being the intent that matters resting in the discretion of the department shall not be subject to review."

Manifestly, the amount of the award was within the discretion of the Commissioners, limited only by the prescribed maximum of \$1,500. Clearly the court would not be warranted in disturbing the decision of the Commissioners upon a question of this nature, unless, possibly, their decision might be reviewed by the courts upon such a question were they charged with capricious or arbitrary action in fixing the amount of their award. No such claim is made against the Commissioners upon this appeal. To what extent their decisions might be reviewed and controlled by the courts for such a cause, we are not called upon to determine at this time. Manifestly, an award so near the maximum amount as this award is, does not evidence, within itself, arbitrary or capricious action on the part of the Commissioners.

Some time prior to the final hearing in the superior court, appellant filed a written demand for a jury trial. Objections were filed thereto by counsel for the Commissioners. At that time, the then presiding judge overruled the objections of counsel for the Commissioners, thus, in effect, awarding appellant a jury trial. Another judge of the same court presided at the final hearing and, as we have seen, his ruling and decision at that time, in effect, overruled the holding as to appellant's right to a jury trial previously made. Some contention is now made that the first ruling was conclusive and binding, and should have controlled at the final hearing. We do not think so. Such interlocutory rulings are subject to change and correction before the final disposition of a cause in which they are made, and the fact that such rulings have been made by another judge of the court is of no consequence.

Shepherd v. Gove, 26 Wash. 452; and Phillips v. Langlow, 55 Wash. 385.

We conclude that the judgment of the superior court must be affirmed.

It is so ordered.

In the present year, there were 15,089 accidents reported to the Commission. Out of this number there were 807 rejected for various reasons. It is not fair to the Commission administering the law, the law itself, or the employees who come under the Act to make a flat statement that there were 807 cases rejected without showing the reason for rejection, so we include herewith the number rejected and why.

1,874—workmen made no claim.

197—disability not result of accident.

188—where the employment was in nonhazardous occupation and not under the Act.

165—where the time loss was less than 5 per cent.

161—no proof that accident occurred in the course of employment.

66—accidents received while not in the course of employment.

15—claim not filed within the time limit of one year.

10—compensated in full for time loss by employer.

5—not paid because claimant settled with third party.

47 claims have been reopened and paid after additional evidence was submitted and special investigation of the same, largely in the class—no proof that accident occurred in the course of employment.

A PARTIAL LIST OF REJECTIONS.

The following claims were filed for compensation that investigation showed condition not due to accident.

Claimed accident from being struck on the head caused his sickness, which was typhoid fever.

Paralysis of facial nerve, left side. Made claim that same came on while he was working. There was no accident in connection with same.

Claim put in for injury to face and eyes. Investigation showed that claimant got into a dispute with two other men about the ownership of a riveting hammer and he got the worst of the fight, which was the cause of the injury to his face and eyes.

Claim filed for injury to arm. Doctor states that "the right cervical nerve, brachial plexus and its branches were strained." Investigation showed no accident.

Claim filed for lameness to right forearm from continuous pulling of cross-cut saw.

Claim filed for weakness of arm brought on by shoveling coal.

Claim for injury to arm from continuous jarring of steam hammer.

Claim filed for blistering hands due to use of wrench.

Claim filed for swollen hand brought on by the use of a tamping iron.

There are a number of claims filed for irritation of hands and arms due to handling cement; no accident in connection with same.

Workman who had just recently taken a lay off, hands were soft and became blistered in first day's work. Claims filed for blistered hands are numerous.

Furunculosis of the hand.

Eczema of the hands due to the action of sugar while canning fruit.

Claim filed for sore hands, claiming that the callous became so hard that it cracked open.

Eczema to hand from working in water.

Hands became sore from holding a scraper handle.

Claim filed for sore wrist; says it was caused by his saw not being properly filed.

Tendosynovitis of wrist following a day's work where the individual had not been doing any kind of labor for three or four months.

Severe conjunctivitis, not connected with any accident.

Eczema of the hands, claimed to be due to Plumbago while working in a foundry. If so, this would be occupational.

Claim for disability as result of apoplexy. Came on while workman was at his work; not connected with any accident.

Furunculosis involving leg.

Chronic varicose ulcer.

Claim for fractured leg. Investigation showed that he was scuffling with a fellow workman on a platform and fell causing fracture.

Claim for prepatellar bursa, not connected with any accident.

Claim for chafing on left thigh due to resting same against apron while loading sacks of cement.

Prepatellar bursa. Claimed due to kneeling while using cutoff saw. There are a number of similar claims filed, and as there is no connection with any accident, they would have to be classed as occupational.

Claim filed for knee becoming locked while at work. Investigation showed that he had a sesamoid bone in the joint.

Claim filed for injury to leg. This man's condition came on as result of using his leg for break on a tramway.

Claim filed claiming injury to knee while standing on loading platform. Investigation showed that he was treated at the hospital for epidemic influenza followed by rheumatic fever.

Claim for injury to knee caused by bracing himself against frame work while pulling cutoff saw; no accident.

Workman claimed to have injured side while loading bolts on

a wagon. There was no accident, but he was found to be suffering from intercostal neuralgia.

Workman filed a claim for injury to lungs from inhaling emery dust while working at an emery wheel.

Claim filed for shortness of breath and general weakness due to lifting. Examination shows this man was suffering from chronic heart disease. He had a mitral insufficiency.

Claim for orchitis stated to be result of strain.

Claim for injury to hip while taking salmon from the end of a shute; claimed that one of the salmon struck him. Continued to work until laid off by foreman, then filed claim.

Claim for right inguinal hernia from bruises made by pike pole in lifting. Made another claim for injury to eyes as a result of this accident. Upon careful examination, this man was shown to have diabetes mellitus and that his eye condition is result of diabetes.

Claim filed for injury alleged to have been received while jumping from a ladder. Investigation showed this man to be suffering from an orchitis and epididymitis.

Claim for orchitis caused by pushing a car.

Claim for fractured ribs caused by being assaulted by another workman.

Claim for injury to side caused by the constant jarring of a donkey engine.

There are a number of claims filed for lumbago.

Claim for alleged injury to side; claimant thought he had ruptured himself and applied a truss. After wearing the truss for a while, it produced an irritation of the skin and he took it off. Upon examination, the abdominal ring was not patulous.

Claim for injury to arm brought on by the jarring of arm from use of an axe. Doctor stated that "he had shock of the musculospiral nerve," which proved to be a neuralgia, not traumatic.

Claims for orchitis from strain with urethral discharge are so common that the claim department smiles, as a large per cent. of them show the gonococcus, not only by Löffler's, but by Gram's stain also.

Abdominal scar gave way producing ventral hernia after operation for carcinoma of stomach.

Watchman strained eyes and neck doing duty as watchman.

Typhoid due to being struck by a door.

Claim for dog bite, occupation "meter reader."

Claim for prolapse of rectum.

Claim for varicose veins from jumping.

Claim for ingrown toe nails.

Claim for disability from vaccine.

Claim for valvular heart disease from lifting.

Claimed injury to testicle from lifting. One removed proved to be tubercular. No accident.

Claimed inguinal hernia from jumping from cab of locomotive. Jumping down is certainly not an accident, for he did just what he intended to do. Is the appearance of the hernia, in itself, an accident under this act? No.

Claim for ventral hernia, coming on while at work. Had been operated before and had a weak abdominal wall. There was no accident except his regular work. Is the gradual stretching of the scar tissue an accident under this act? No.

Claim for injury to testicle as result of changing saw. Doctor said the right testicle was sprained (?).

Claim for inguinal hernia from lifting; claimed he had never had a hernia before, but it descended to the bottom of the scrotum in an hour and did not inconvenience him sufficiently to send him to a doctor for 37 days after. If an acute hernia would descend as here stated, there would be great shock and more or less prostration, vomiting, sweating, etc.

Claim for chafing of heel by shoe.

A large number of claims for sore feet from working in the water, etc.

Claim for injury to foot from some dirt getting into shoe.

Claim for corn on little toe said to be caused by working in water.

Claim for injury to foot from gravel falling into rubber boot; could not stop and take it out until he returned to the store; had to lay off and quit work.

Injury to feet from boots that did not fit well.

Gunshot in heel caused by a drunken man showing how to use an automatic revolver.

Claim for dermatitis.

A number of claims have been filed for acute articular rheumatism.

A number of claims have been filed for fistula in ano.

Claim for intestinal trouble claimed to be due to poisoning by brass.

Claim for tuberculosis of kidney claimed to be caused by lifting.

Claimed strain from piling lumber; found a urethral discharge that contained pus cells containing intra-cellular diplococci, with an enlarged tender testicle.

Claims for lead poisoning, etc., have been rejected for the reason they are occupational and not the result of an accident under this Act.

FINAL RESULTS OF FRACTURES.

I have attempted to present the final condition that was found at the time the claimant appeared for final settlement of claim, and the statistics herewith are divided into two classes, only, that is, first the class where there is no permanent partial

disability as result of fracture in the meaning of the Compensation Act; second, the class where there is a permanent partial disability remaining after the claimant is able to return to some gainful occupation.

I have attempted to compare these with the only statistics available, that is, the report of the committee appointed to investigate results and the treatment of fractures in England. Their results are divided into four classes, however, that is good anatomical result combined with good functional result, good anatomical result combined with poor functional result, poor anatomical result combined with good functional result, and poor anatomical result combined with poor functional result. In comparison I have compared our no disability cases with their first class, and our disability cases with the other three classes.

COMPARISON OF RESULTS IN PER CENT.

	Our Statistics.		British Statistics	
	No Dis-	Dis-	Good.	Other
	ability.	ability.	classes.	
Femur	27%	73%	57%	43%
Tibia	73%	27%	74%	26%
Fibula	94%	6%	71%	29%
Tibia and Fibula	48%	52%	45%	55%
Humerus	58%	42%	70%	30%
Ulna	80%	20%	70%	30%
Radius	91%	9%	66%	34%
Ulna and Radius	53%	47%	77%	23%
Leg (all fractures)....	70%	30%		
Arm and Forearm (all fractures)	80%	20%		

Total number fractures, 1,248.

Fractures involving the femur show an average time loss of 27 weeks. The operative cases where plates were used and removed, show an average time loss of 48 weeks; where the plate was not removed, an average of 31 weeks. Autogenous splints show an average time loss of 30 weeks and ivory pins 28 weeks; 27 per cent show no disability, 73 per cent show a disability. The disability on the non-operative cases show an average disability of one-fourth loss of a leg, while the operative cases show an average disability of one-third loss of leg.

Fractures involving the tibia show the average time loss was 15 weeks, autogenous splints 15 weeks. Operative cases plated, plate not removed, 25 weeks. Operative cases where plates were removed, 30 weeks. 73 per cent had no disability, 27 per cent had a disability with an average disability of one-fourth loss of a foot.

Fractures where the fibula only were involved, the average time loss was 10 weeks. 94 per cent had no disability, 6 per cent had a disability averaging one-third loss of a foot.

Fractures involving both tibia and fibula show an average time loss of 22 weeks. 48 per cent had no disability, 52 per cent having a disability with an average of one-third loss of a foot.

Fractures involving the humerus had an average time loss of 14 weeks. Autogenous splints show a time loss of 10 weeks. 58 per cent had no disability, 42 per cent had a disability with an average of two-fifths loss of an arm.

Fractures involving the ulna had an average time loss of 7 weeks, 80 per cent had no disability, 20 per cent had a disability with an average of one-half loss of an arm.

Fractures involving the radius had an average time loss of 8 weeks. 91 per cent had no disability, 9 per cent had a disability with an average of one-seventh the loss of an arm.

Fractures involving both ulna and radius show an average time loss of 14 weeks. Operative cases where wire was used show an average time loss of 17 weeks; where plates were used and not removed, show an average time loss of 11 weeks. 53 per cent show no disability; 47 per cent show a disability with an average of one-fifth loss of an arm.

Comparing time loss of fracture cases in this State with those of England, the percentage of disability is slightly greater than the statistics compiled from the principal hospitals there which handle fracture cases.

From observation of results and looking up the *manner* in which the particular fractures were handled, I am forced to the following conclusions:

First, some movement after the first two weeks gives the best condition for repair of the fracture.

Second, continued absolute fixation brings about a bad condition in the limb and impairs the vitality of same by causing muscular atrophy, stiffening of joints, and a fixation of tendons in tendon sheaths.

Third, it appears to be well settled among surgeons in general that all fractures are benefited by gradual movement, and certain fractures urgently require it, in fact, are efficiently treated only when it is properly carried out.

J. W. MOWELL, M. D.,
Chief Medical Advisor.

CLAIM DIVISION.

TABLE INDEX.

- (1) *Accidents reported and disposition of claims monthly during the third fiscal year, with total to September 30, 1914.*
- (2) *Total accidents reported and disposition of claims during the three fiscal years of the operation of the Compensation Act.*
- (3) *Comparative statement of all accidents reported monthly during the three fiscal years of the operation of the Compensation Act.*
- (4) *Fatal accidents reported monthly during the three fiscal years.*
- (5) *Fatal accidents reported and disposition of claims during the present fiscal year.*
- (6) *Pension awards during the present fiscal year.*
- (7) *Nationalities of workmen fatally injured during the current fiscal year.*
- (8) *Fatal accidents reported during the current fiscal year, showing remote cause of death.*

The tables appearing on the following pages, speak for themselves and very little can be added thereto. Attention is drawn to table 2, which shows that there were 15,089 accidents reported this year, as compared with 16,336 last year, a decrease this year of 1,247. Last year there were 3,339 files suspended, account no claims having been made by workmen, or trivial injuries, whereas, this year there were only 1,874 such suspensions; although there were less accidents reported this year, the loss was entirely in trivial accidents as there were 12,586 final adjustments made, as against 12,380 last year, necessitating, of course, a greater expenditure this year.

There were 324 fatal accidents this year and 371 last year, a decrease this year of 47, but the Department passed upon

347 cases this year, which included such claims as remained unadjusted at the beginning of the year. Pensions were awarded to 172 claimants; there were 32 claims rejected, account of claimants not being necessitously dependent upon the killed workman within the meaning of the Act, or that the workman was not in the course of his employment at the time of the accident, or death was due to disease and not attributed to an accident.

One hundred and fifty-six cases were suspended, account of the deceased leaving surviving him no one who was dependent upon him for support, or if such was a fact, that the dependents could not be located, and no claims were filed. The Department uses all possible means to locate relatives of deceased workmen, in order to ascertain if there is anyone who is entitled to compensation.

In dealing with claimants residing in Europe, the various Consular representatives of European nations have been of the greatest assistance to the Department, in establishing proof of legitimacy of claims, etc., and the Commission wishes to express its thanks to the Consuls for their assistance.

It will be noted that of the 159 pensions awarded, 130 were to Americans and 29 to European dependents, or widows. Table 6 shows the countries in which such pensioners reside.

Table 7 shows the nationalities of the workmen killed during the year, and as in previous years, Americans head the list with 55.55 per cent, Austrians being next.

Table 8 shows the remote cause of death; the immediate cause appears in the report of the Medical Department.

The majority of fatal accidents occurred in the logging and lumber industries and in coal mines and on railroad construction work. It is somewhat surprising to note the number of workmen killed by falling trees and falling or rolling logs. I find that in practically every case the accident is the result of the workman's own neglect or carelessness, evidently the old but continuous exemplification of "Familiarity breeds contempt." In the mining industries, the accidents were mainly

the result of explosions of powder or dynamite, or of falling rock, the same also being true of railroad construction work (tunnels). There were 25 cases of drowning, chiefly of men working on rafts. Three deaths resulted from slight cuts on the hand and one from a nail puncture in the foot, resulting in blood poison (septicemia).

In the adjustment of claims for pensions presented by others than widows (termed dependents) where the Law provides for pension based on the amount of support contributed by the workman, it is necessary to make a very close investigation in every case and where claimants are residents of this State, a personal investigation is made. If claimants are residents of other States or of Europe, the evidence is secured in documentary form through postmasters, bankers, magistrates, court officials, etc.

In the early stages of the operation of the Act, when the provisions of the Act were not so generally understood, practically in every instance, when claim was filed by a dependent or beneficiary, it was accompanied by request for a lump sum settlement in various amounts, but this has now to a great extent been eliminated.

During the year the Commission made cash advances to 25 widows, in order to clear mortgaged homes and save them for the family of the workman. Every request for cash advance for what appears to be a reasonable purpose, entitling it to consideration, is investigated before an award is made, this, to learn the exact amount of cash required, and in cases where the money is requested for small investment purposes, to ascertain if the beneficiary is capable of using the funds judiciously.

There is one case in particular that came to my notice this year, where a friend of the family made a personal request for a cash advance to a widow for the purpose of investing it to secure a monthly income greater than her pension. He stated that she was capable of handling funds, as she was a good business woman. My answer was to show him the undertaker's bill for the cost of her husband's funeral, which had been arranged

for by the widow. The cost of interment was \$631.00 including a \$400.00 casket. Her husband's wages at the time of the accident were \$3.00 per day; he had no other income and had absolutely no insurance or lodge benefits.

I wish to again impress upon workmen the necessity of immediately reporting to their employer when accidents occur. This will avoid delay in adjusting claims and will enable them to receive their compensation promptly. Another cause of delay in workmen receiving their compensation, is, through their neglect to notify the Commission of changes of address.

Employers are only too often grossly negligent and careless of their interests in not furnishing the Commission full facts in connection with the occurrence of accidents when reporting them. The queries on the Employer's Report should be answered and a complete discription given as to how the accident occurred. The employer and his foreman or superintendent should familiarize themselves with the Law and be in a position to instruct the workmen in relation to such sections thereof that pertain to them, particularly, as to the schedule of compensation, as the idea is quite prevalent that the workman is entitled to 60 per cent of his wages, whereas compensation is based on a specified schedule, with the limitation that in no case can it exceed 60 per cent of the wages.

Claims have been presented for compensation account of accidents sustained in many peculiar ways; among these, I mention a few:

A lineman entering a shed to secure a ladder was "spurred" in the limb by a rooster.

A telephone trouble man was called to a residence by the user of the 'phone and upon his arrival was assaulted and as the workman puts it was "beat up."

Cook in a logging camp tried to catch a chicken and failed, so secured a gun to shoot it and shot himself in the foot.

Teamster driving down a road with his dog in the wagon, which was noticed by a bulldog in the road; he jumped on the

wagon. The driver in his efforts to stop the fight fell from the wagon and broke his arm.

Logger trying to remove his trousers in the bunk in the second story of a bunk house, got tangled in the trousers and fell from the bunk to the floor, rolled out of an open door on to a balcony and fell to the ground below.

The briefest claim on record was received in the form of a Postal Card reading: "I have been laid up three weeks with rheumatism; send me my money."

J. F. GILLIES,
Claim Agent.

TABLE 1.

The following table exhibits the total accidents reported and total number of claims disposed of monthly (with disposition thereof) during the fiscal year ending September 30, 1914; also, the total from October 1, 1911, to September 30, 1914.

RECEIVED	Total to September 30, 1913	October	November	December	January	February	March	April	May	June	July	August	September	Total for Year Ending Sept. 30, 1914	Grand Total Sept. 30, 1914
Accidents reported	28,232	1,489	1,258	1,146	1,081	1,089	1,232	1,377	1,303	1,404	1,217	1,306	1,127	15,089	43,321
Accidents reported (files incomplete).....	898	889	1,026	596	613	755	715	766	890	1,026	784	909	600	.....	660
Accidents reported (files complete).....	27,339	1,558	1,061	1,577	1,013	897	1,222	1,316	1,299	1,208	1,459	1,181	1,436	15,322	42,661
DISPOSED OF															
Claims allowed (total temporary disability, full and final award).....	18,724	1,249	1,007	1,223	1,040	856	1,064	949	953	923	1,277	1,015	1,025	12,589	31,330
Total accidents	578	38	47	47	26	11	37	29	18	21	19	18	20	247	923
Total permanent disability (pensions).....	15	.....	1	3	1	1	1	1	2	1	1	8	2	13	58
Claims rejected (for cause).....	1,126	61	43	61	55	43	73	80	53	59	101	74	69	307	1,932
Claims suspended:															
(A) Claims not made by workmen;	4,831	243	80	84	315	104	138	124	177	93	219	162	165	1,374	6,306
(B) Injuries trivial	357	41	10	9	41	19	14	22	25	13	57	27	75	365	1,223
(C) Unable to locate claimants, etc.....															
Total disposed of.....	29,248	1,632	1,158	1,427	1,508	1,089	1,327	1,306	1,286	1,110	1,674	1,299	1,303	15,933	42,321
														† 560	42,881
														15,493	41,681

Monthly payments (continued monthly account of temporary disability still existing)

Partial payments (continued account of reduced earning power existing as a result of the injury)

In process of adjustment (tracing claimants; completing files; under investigation, etc.)

* Deducted account died. † Less reopened during year.

This refers to accidents reported during each month, the files of which remain incomplete at the end of the month, the completed files necessarily include hold-overs from previous months; therefore, the net amount of completed files cannot appear as the exact difference between the cases completed and those incomplete, but the total of incomplete files at the end of the year is shown.

492

89

469

42,661

TABLE 2.

The following table exhibits the total accidents reported and the disposition made of claims during the three fiscal years of the operation of the Compensation Act; also the total from the first day of operation, October 1, 1911, to September 30, 1914.

	FISCAL YEAR ENDING			
	Sept. 30, 1914.	Sept. 30, 1913.	Sept. 30, 1912.	Total to Sept. 30, 1914.
RECEIVED				
Accidents reported	15,089	16,336	11,896	43,321
Accidents reported (files incomplete)				660
Accidents reported (files complete)	15,322	17,146	10,193	42,661
DISPOSED OF				
Claims allowed (total temporary disability; full and final award)	12,586	12,380	6,356	31,320
Claims rejected (for cause)	807	747	378	1,932
Claims suspended:				
(A) Claims not made by workmen; injuries trivial	1,874	3,339	1,552	6,805
(B) Unable to locate claimants, etc.	356	519	348	1,223
Total permanent disability (pensions)	13	13	2	28
Fatal accidents	347	319	257	923
	15,983			42,231
	*550			*550
Total disposed of	15,433	17,317	8,893	41,681
Monthly payments (continued monthly account of temporary disability existing)	422	471	314	422
Partial payments (continued account of reduced earning power existing as a result of the injury)	89	196	33	89
In process of adjustment (tracing claimants; completing files; under investigation, etc)	469	462	953	469

*~~Less~~ reopened during year.

TABLE 3.

Comparative statement showing the number of all accidents reported monthly during the present fiscal year ending September 30, 1914, and also those reported monthly during the two previous fiscal years of the operation of the Act.

Month	FISCAL YEAR ENDING		
	Sept. 30, 1914.	Sept. 30, 1913.	Sept. 30, 1912.
October	1,489	1,242	547
November	1,258	1,173	689
December	1,146	1,198	769
January	1,031	1,110	841
February	1,039	1,206	836
March	1,282	1,401	894
April	1,367	1,428	965
May	1,363	1,619	1,137
June	1,404	1,488	1,396
July	1,217	1,347	1,285
August	1,366	1,550	1,455
September	1,127	1,574	1,082
Total	15,089	16,336	11,896
	Yr. ending Sept. 30, 1914.	Yr. ending Sept. 30, 1913.	Yr. ending Sept. 30, 1912.
Average per month	1,257	1,361	991

TABLE 4.

Showing the number of fatal accidents reported monthly during the fiscal year ending September 30, 1914, also during the two preceding years of the operation of the Act.

Fiscal Year													Total
of	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Jly	Aug.	Spt.	tal.
1914	41	24	26	14	15	42	43	32	21	15	18	33	324
1913	24	12	11	33	42	42	41	37	24	44	46	15	371
1912	28	45	22	18	15	19	27	33	22	22	16	12	279
Total													974

The above shows a decrease of 47 fatal accidents during this year as compared with the year ending September 30, 1913. The average per month this year is 27.

TABLE 5.

The following table shows the number of fatal accidents reported and claims disposed of, during the fiscal year ending September 30, 1914.

Unadjusted from previous year	74
Reported this year	324
Total	398
Disposed of:	
Pensions awarded	159
Rejected for cause	32
Suspended (account no dependents, or dependents if any, unknown).....	156
Total disposed of	347
Under investigation (dependency not yet established)	33
Files incomplete September 30, 1914.....	18
Total	398

In addition to the above there were 16 cases that had been acted upon in previous year and reopened this year. Of these 10 cases had been suspended and were reopened and pension awarded in 7 instances, and 3 claims rejected; also 6 claims that were previously rejected were reopened and pensions allowed.

TABLE 6.

There were 159 pensions awarded during the present fiscal year account of fatal accidents, 29 of which were to residents of Europe and 130 to residents of the United States and Canada.

The following table shows the country in which they reside:

Nation—	European Pensioners.		*American Pensioners.		
	Paid to Widows.	Paid to Parents.	Paid to Widows.	Paid to Parents.	Paid to Others.
Austria (includes Hun- gary and Provinces)	3	8	97	28	5
Finland	4	4			
Greece	1				
Ireland		1			
Italy	1	3			
Norway		1			
Sweden		2			
Switzerland		1			
Total	9	20	97	28	5

Total American, 130; total European, 29; grand total, 159.

*Includes 3 Canadians.

In addition to the above, there were 13 cases acted upon in previous year and reopened for pension this year. Seven of these had previously been suspended and six rejected. Total pension awards this year, 172.

TABLE 7.

The following table shows the nationality of workmen fatally injured during the fiscal year ending September 30, 1914.

Nationality.	Number.	Per Cent.
American	180	55.55
Austrian (includes Hungary and Austrian Provinces)-	33	10.19
Unknown	32	9.87
Finnish	12	3.70
Italian	10	3.09
Swedish	10	3.09
German	8	2.47
Norwegian	7	2.17
Greek	6	1.85
Irish	5	1.54
Polish	5	1.54
Canadian	3	.92
Japanese	3	.92
Russian	2	.62
French	2	.62
Swiss	2	.62
Montenegrin	2	.62
Danish	1	.31
Welsh	1	.31
Total	324	100.00

TABLE 8.

The following table shows the number of fatal accidents reported during the fiscal year ending September 30, 1914, with the remote cause of death.

Asphyxiation	4
Burns	5
Caisson Disease	1
Caught in saw	6
Caught by shafting or machinery.....	20
Crimes (shot)	2
Crushed by cars (mines, logging, construction)	6
Cuts	2
Disease	3
Drowning	25
Electrocution; by power wires.....	6
Explosions:	
Of Boilers	1
Of Powder and Dynamite.....	16
Falling coal	2
Falling earth, sand or gravel	9
Falling rock	23
Falling timbers	1
Falling trees	28
Falling objects (other).....	5
Falls from buildings	7
Falls from cars (mine and construction)..	10
Falls from scaffolds	2
Falls from trains	4
Falls from wagons	6
Falls (other)	16
Nail puncture	1
Natural causes	4
Struck by cable	10
Struck by falling or rolling logs.....	48
Struck by railroad trains.....	11
Struck by street cars.....	1
Struck by other objects	32
Train wrecks	7
Total	324

dustrial conditions, due to the variation in hazard and its application.

Compensation law will only be perfected as it meets the needs of the whole public and must be an equitable distribution of benefits in the way of protection to the employer, the employe and the non-employe, who is indirectly affected by that which cripples industry.

The command of "forward march," which is ringing in the ears of the whole world today, in all phases of life and industry, is being partially interpreted in the industrial world by compensation laws, in bringing to the attention of the employer, not only the number of injuries, but the extent, in the way of cost in dollars and cents, which is not by any means the most vital, but the suffering to labor in general, which has heretofore been ignored and exploited by those who saw fit to make merchandise of the suffering of mankind, attempting to throw the responsibility upon the employe because of his carelessness, thereby depriving him of his rights to anything but wage loss and suffering. On the other hand, many times the old system worked hardship upon the employer because the carelessness of the injured workman was entirely the cause of the injury and through the old process of law, the case was started in the courts, which cost the employer a large sum of money, as well as the employe, and neither was benefited in the least, while perhaps the employer lost a good man and the employe lost a good position—both injured, and a disinterested party benefited.

The report of the Bureau of Labor Statistics, in their bulletin of December, 1913, states: "In our investigation we find that the compensation is paid promptly in all cases where the law of the State shows clearly that compensation was due;" again, "any delay in making settlements, or disputes that have risen, can in practically all cases be blamed upon the law of the various states because of their failure to clearly prescribe the amount of benefit due the workman." We may add then that a definite law with a definite plan and a mutually beneficial purpose is surely a great step in advance in civil progress. Our system of gathering statistics will build up, standardize and

substantially establish compensation law as a mutually beneficial adjunct to industry.

The statistics for this year have been gathered as nearly as possible to conform to past reports, that a fair comparison might be made with previous years' experience, and are based upon the finally paid temporary total disabilities unless otherwise specified. We sincerely hope that both employer and employee will become more interested in giving a full report of each case as our blanks require, thereby helping to arrive at more complete conclusions to aid in giving actual experience of all claims we may handle.

CLASS 7.

We wish to call attention particularly to the increase in accidents in Class 7.

Last year there were 640 temporary total disabilities in Class 7 as compared to 768 this year, an increase of 20 per cent. There were 37 fatal accidents reported in this class last year as compared to 63 this year, an increase of 70 per cent. There was an increase of 8 requiring pensions and 18 requiring no pensions, also an increase from 80 to 109 in the permanent partial disabilities. The majority of the accidents have occurred in railway construction and logging railway operations.

CLASS 10.

There are the same number of fatals requiring no pensions in Class 10 as last year, but the number of fatals requiring pensions has been reduced from 80, as reported last year to 75 this year. The average amount of pensions and the average amount of reserve have also increased. This is explained in the statement that the families of the deceased workmen are larger.

CLASS 16.

There were the same number of fatals requiring pensions in Class 16 this year as last, with an increase of 5 in the number requiring no pensions.

The average duration of disability has been increased almost one day, and the average amount of award \$1.63, while the average amount of award per day has increased only about 2c.

TABLE 1.

SUMMARY—INJURIES AND AWARDS.

1. Non Fatal:		
Kind of Injury.	Number of	Total Awards.
Temporary total disabilities	12,586	\$489,870.95
Temporary partial disabilities	174	5,008.33
Permanent partial disabilities	1,478	406,456.25
Awards to parents of minors	104	2,303.75
Permanent total disabilities	13	*42,704.69
2. Fatals:		
Fatals not requiring pensions.....	178	
Fatals requiring pension	172	
Amount of reserves for pensions.....		457,524.68
Number of burial awards	327	
Amount of burial awards.....		24,429.00
Total	15,032	\$1,428,297.65
*Reserve.		

TABLE 2.

COST OF ACCIDENTS IN YEAR'S LABOR.

Kinds of Injuries.	Fiscal Year 1913	Fiscal Year 1914
	Work Years.	Work Years.
For Fatal Cases	8,225	11,333
For Temporary Total Disabilities.....	1,135.8	1,193
For Permanent Total Disabilities.....	325	386
Total for All Injuries		12,912

This table is made up of the time lost by the different injuries as noted in the three titles.

The fatals and permanent disabilities based upon the American Mortality table of expectancy and the total temporary disabilities upon an average of 300 days for each year.

We have not included in this report the one factor of permanent partial disabilities for the reason that we know of no plan at present to adopt which seems real practical, as in all cases there has been a total temporary disability, and they have been counted in years loss to that extent consequently to count again would be additional time for the same injury. While it is true that in most cases the capacity of earning has been reduced in that particular line, many of those injured have felt the need of turning their attention to phases of industry where the risk hazard has been reduced, their usefulness increased and perhaps length of life as well.

The above table as drawn shows 12,912 years loss time, which, with an average wage of \$2.90 per day or \$870 per year amounts to \$11,233,440.00.

WAGE TABLE 3.

The following groups are arranged in 25 cent groups as to the wages the injured workman received.

Not so much to show that one group represents the rate of hazard more than another but shows in a general way about the proportional number employed in the state in each group. The hazard of a certain group as shown here, would represent a different degree of hazard in different industries, consequently that would not be a safe basis to calculate upon. The principal plan of this table is to show about what the average wage is, based upon these figures.

Our statistics are more complete than last year on the wage question, hence the difference may be more apparent than real.

Injuries.	Wage.	
76.....	\$1.25	and less
120.....	1.50	" "
177.....	1.75	" "
813.....	2.00	" "
1,372.....	2.25	" "
2,120.....	2.50	" "
1,412.....	2.75	" "
1,638.....	3.00	" "
785.....	3.25	" "
1,122.....	3.50	" "
459.....	3.75	" "
951.....	4.00	" "
141.....	4.25	" "
470.....	4.50	" "
42.....	4.75	" "
480.....	5.00	" "
13.....	5.25	" "
121.....	5.50	" "
18.....	5.75	" "
152.....	6.00	" "
104.....	6.25	" "

Figuring on the above basis the average wage per day is \$2.90, as compared with \$3.12 last year.

TABLE 4.

This table shows the number receiving benefits other than industrial insurance, especially lodge benefits which are the most numerous, some, however, receiving interest, rental or other support which is included. The number shown in last year's report

was 14.5 per cent while this year's report shows 14.4 per cent or a difference of .1 per cent.

The prospects of the first aid law are possibly the cause of the similarity in the figures. Should a medical attendance law come into effect, we believe the percentage would materially change.

ACCIDENT BENEFITS AND OTHER INCOME.

	Fiscal year 1913.		Fiscal year 1914.	
Number of sources of support.	Number of injured persons.	Pctg.	Number of injured persons.	Pctg.
One source	1,619	13.1	1,720	13.7
Two sources	145	1.2	73	.6
Three sources	27	.2	14	.1
No benefits	10,038	81.8	9,966	79.2
Facts not determined.....	551	4.4	813	6.4
Total	12,380	100%	12,586	100%

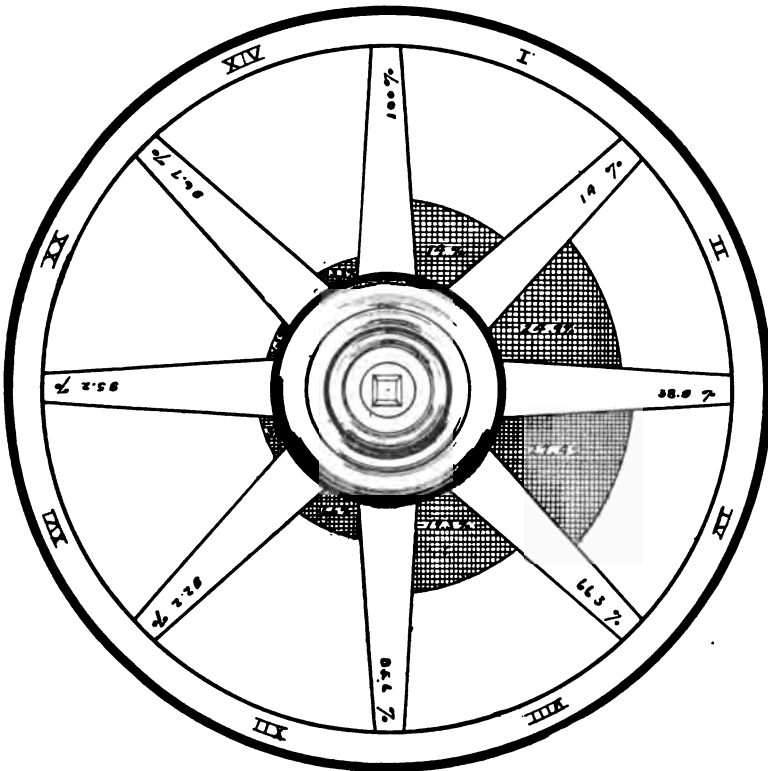
TABLE 5.

TEMPORARY TOTAL DISABILITIES—CLASSIFIED ACCORDING TO WEEKS DURATION.

Duration of Disability. (weeks)	Fiscal Year 1913		Fiscal Year 1914	
	No. of Claims	Per Cent	No. of Claims	Per Cent
Not more than one week.....	1,681	13.6	1,816	14.8
From 1 to 2 weeks.....	3,157	25.5	3,138	24.9
From 2 to 3 weeks.....	2,113	17.1	2,175	17.4
From 3 to 4 weeks.....	1,365	11.0	1,262	10.0
From 4 to 5 weeks.....	1,139	9.2	1,164	9.2
From 5 to 6 weeks.....	658	5.3	555	4.4
From 6 to 7 weeks.....	439	3.5	469	3.7
From 7 to 8 weeks.....	281	2.3	277	2.2
From 8 to 9 weeks.....	330	2.7	349	2.7
From 9 to 10 weeks.....	160	1.3	150	1.1
From 10 to 11 weeks.....	138	1.1	157	1.1
From 11 to 12 weeks.....	100	.8	91	.7
From 12 to 13 weeks.....	131	1.1	225	1.8
From 13 to 14 weeks.....	54	.4	47	.4
From 14 to 15 weeks.....	65	.5	51	.4
From 15 to 16 weeks.....	43	.3	41	.4
From 16 to 17 weeks.....	21	.2	27	.2
From 17 to 18 weeks.....	93	.8	118	.9
From 18 to 19 weeks.....	15	.1	26	.2
From 19 to 20 weeks.....	36	.3	29	.2
From 20 to 21 weeks.....	28	.2	10	.1
From 21 to 22 weeks.....	71	.6	77	.6
From 22 to 23 weeks.....	23	.2	23	.2
From 23 to 24 weeks.....	13	.1	19	.1
From 24 to 25 weeks.....	10	.1	15	.1
From 25 to 26 weeks.....	44	.3	74	.6
More than 26 weeks.....	172	1.4	201	1.6
Total	12,380	100%	12,586	100%

This table is very remarkable in its similarity to last year's report and shows as clearly as can be shown the comparative number of injuries in each degree of seriousness. We publish the experience of two years that they may be more easily compared in their percentages.

DURATION OF TEMPORARY TOTAL DISABILITY.



The above diagram shows the percentage of the total number of claims finalized during the week period which is shown upon the rim in Roman letters. The percentages shown upon the spokes carry forward to the end of each period of weeks duration the percentage of the total number of claims finalized. The space numbered XIV includes all claims that exceed 24 weeks, which is 2.1 per cent.

Number of claims finalized from Oct. 1st, 1913, to Sept. 30th, 1914, are 12,586.

PERMANENT PARTIAL DISABILITY.

The following table shows the number of permanent partial disabilities arranged in groups of 4 degrees—each degree representing the sum of \$25.00. The maximum award under the law, for permanent partial disability, is 60 degrees, or \$1,500.00.

We are changing from the plan of five degree groups, that was adopted last year, to our present arrangement for convenience and our yearly comparison will be carried forward on this basis.

It will be noticed from last year's report that out of 12,880 injured workmen, 1,437 or 11.6 per cent were permanently injured. Of the 12,586 injuries this year, 1,478 or 11.8 per cent, were permanently injured, an increase in ratio of .2 per cent.

The average award for permanent partial disability, for this year, is \$275.00 as compared to \$287.49 for last year. This decrease is due to the greater number of minor accidents occurring this year which reduces the average.

TABLE 6.
PERMANENT PARTIAL DISABILITY.

			No.	Per ct
From ½ degree to 4 degrees	\$12.50 to	\$100	630	42.6
From 4 degrees to 8 degrees	100.00 to	200	342	23.1
From 8 degrees to 12 degrees	200.00 to	300	132	8.9
From 12 degrees to 16 degrees	300.00 to	400	81	5.5
From 16 degrees to 20 degrees	400.00 to	500	67	4.5
From 20 degrees to 24 degrees	500.00 to	600	26	1.8
From 24 degrees to 28 degrees	600.00 to	700	18	1.2
From 28 degrees to 32 degrees	700.00 to	800	34	2.3
From 32 degrees to 36 degrees	800.00 to	900	45	3.0
From 36 degrees to 40 degrees	900.00 to	1,000	51	3.5
From 40 degrees to 44 degrees	1,000.00 to	1,100	2	0.1
From 44 degrees to 48 degrees	1,100.00 to	1,200	8	0.6
From 48 degrees to 52 degrees	1,200.00 to	1,300	15	1.0
From 52 degrees to 56 degrees	1,300.00 to	1,400	4	0.3
From 56 degrees to 60 degrees	1,400.00 to	1,500	23	1.6
Total			1,478	100.0

We give the following table that a comparison may be shown with the last year's experience:

	1913.	1914.
	No.	No.
Not more than 5 degrees	636	685
From 5 to 10 degrees.....	299	360
From 10 to 15 degrees.....	186	108
From 15 to 20 degrees.....	91	99
From 20 to 25 degrees.....	36	31
From 25 to 30 degrees.....	44	40
From 30 to 35 degrees.....	42	48
From 35 to 40 degrees.....	52	55
From 40 to 45 degrees.....	3	2
From 45 to 50 degrees.....	8	22
From 50 to 55 degrees.....	2	2
From 55 to 60 degrees.....	38	26
Total	1,437	1,478

MEDICAL TREATMENT.

TABLE 7A.

AWARDS RESULTING IN BOTH TEMPORARY DISABILITIES AND PERMANENT PARTIAL DISABILITIES.

Number of cases reported	263
Number of work days lost.....	13,298
Total amount of wages lost.....	\$43,250.27
Total cost of medical treatment.....	\$15,174.75
Awards of temporary total disability.....	\$18,879.25
Awards for permanent partial disability.....	\$58,629.50
Total loss on account of disabilities (wages lost plus cost of medical treatment)	\$58,425.02
Amount of immediate loss borne by employers (awards for temporary total disability)	\$18,879.25
Amount of immediate loss borne by employees (total loss minus awards for temporary total disability).....	\$39,545.77
Percentage of loss borne by employers.....	32.3%
Percentage of loss borne by employees.....	67.7%

TABLE 7B.

AWARDS RESULTING IN TEMPORARY DISABILITY ONLY.

Number of cases reported	1,939
Number of work days lost.....	40,838
Total amount of wages lost.....	\$129,098.53
Total cost of medical treatment.....	\$ 52,471.93
Awards for temporary total disabilities.....	\$ 58,035.08
Total loss on account of disabilities (wages lost plus cost of medical treatment)	\$181,570.46
Amount of loss borne by employers (awards for temporary total disability)	\$ 58,035.08
Amount of loss borne by employees (total loss minus awards)	\$123,535.38
Percentage of loss borne by employers.....	31.9%
Percentage of loss borne by employees	69.1%

These tables upon cost of medical treatment are based upon the number of claims showing the same which was 2,202 or 18.3 per cent of the total number finaled. Of this number there were 263 permanent partial disabilities and show an average cost of \$57.50 for treatment, while the balance, where there were no permanent disabilities, shows an average of only \$27.06, this number being so much greater, leaves the general average of all claims, where cost of treatment was shown, to be \$30.72. California's report for one year ending December 31, 1913, whose figures are based upon 3,114 cases, shows an average of \$37.99, which speaks well for Washington.

While there were 2,202 claims showing cost of treatment, which is an increase of 4.3 per cent from last year, there were also 6,275 who were paying hospital dues and 4,109 who have given no information regarding the same.

The percentage of cost borne by the employers shows a decrease in amount on claims showing temporary disabilities and an increase in the amount where permanent disabilities occurred. We expect the coming year to give this information more fully from plans under contemplation.

TABLE 8.

NATIVITY TABLE.

The following table shows some very interesting comparisons of the injuries for the past year, there being no material changes in the percentages as compared to each other. This table shows very clearly upon what sections of the world industry has drawn for her help.

The reduction in percentages of "nativity not known" and "nativity not stated" shows that we are receiving more replies to the questions on our blanks than we did formerly.

STATE OR COUNTRY	FISCAL YEAR 1911-12		FISCAL YEAR 1912-13		FISCAL YEAR 1913-14	
	Number	Per Cent.	Number	Per Cent.	Number	Per Cent.
Washington	323	5.1	726	5.9	720	5.7
Other Pacific States.....	220	3.4	496	3.9	563	4.5
West Central States.....	1,143	17.9	1,657	13.4	1,741	13.8
South Central States.....	79	1.3	183	1.5	172	1.4
East Central States.....	766	12.0	1,969	15.8	2,001	15.8
South Atlantic States.....	191	3.0	422	3.4	437	3.5
North Atlantic States.....	323	5.1	585	4.7	586	4.7
New England States.....	108	1.6	218	1.8	231	1.9
United States (state not given)	42	0.7	70	0.6	105	.8
Canada	249	3.9	449	3.6	487	3.9
England	173	2.7	271	2.2	284	2.3
Scotland	69	1.1	111	0.9	99	.8
Ireland	83	1.3	158	1.3	187	1.5
Sweden	408	6.4	681	5.5	746	5.9
Norway	323	5.2	588	4.8	589	4.7
Finland	230	3.6	413	3.3	443	3.5
Germany	202	3.2	369	3.0	381	3.0
Austria-Hungary	395	6.2	681	7.1	840	6.6
Russia	101	1.6	220	1.8	368	2.9
Italy	201	3.3	488	3.9	503	4.7
Greece	99	1.6	226	1.8	213	1.7
Japan	63	1.0	154	1.2	163	1.4
All other countries.....	276	4.3	507	4.1	526	3.8
Nativity not stated.....	237	4.5	558	4.5	111	.9
Totals, all countries....	6,356	100.00	12,380	100.00	12,586	100.00

TABLE 9.

DOES INJURED WORKMAN SPEAK ENGLISH?

Speaks English	11,104	88.2%
Do not speak English	463	3.7%
Imperfectly	521	4.2%
Not stated	493	3.9%
Total	12,586	100%

FOREIGN BORN.

This report on foreign born is for five months only, as no attention has been paid to it previous to that time. Consequently our data is taken from May 1, 1914, and shows that of 5,171 total temporary disabilities, 2,391 or 46.2 per cent were injuries to foreign born workmen. Of the 2,391 injuries to foreign born workmen 463 or 19.3 per cent were naturalized, 760 or 31.8 per cent were not naturalized, and on 1,168 or 48.9 per cent there was no information given to show whether they were naturalized or not.

TABLE 10-11.

TABLE SHOWING FOREIGN BIRTH, NATURALIZATION, ENGLISH SPEAKING
AND TOTAL NUMBER OF CLAIMS FOR FIVE MONTHS FROM
MAY 1, 1914, TO SEPTEMBER 30, 1914.

CLASS	Foreign Born	Natur- alized	Not Natur- alized	Not Stated	Do Not Speak English	Speak English Imper- fectly	Total Accidents Per Class
1	30	6	11	13	1	4	58
2	21	5	5	11	1	1	58
3	16	5	6	5			28
5	109	29	22	58	3	9	236
6	35	5	17	13	1	1	84
7	168	16	41	111	14	15	323
8	79	12	19	48	9	9	159
9	16	6	2	7			27
10-1	401	66	127	268	17	15	921
10-2	559	102	204	268	37	75	1,214
10-3	94	24	26	44	4	9	361
10-4	10		3	7			26
12	8	1	5	2		1	18
13	4		1	3			19
14	39	7	13	19	7	5	92
15	3	1		1		1	15
16	332	66	108	158	33	25	399
17	48	2	17	29	5	10	69
18	38	2	12	24	4	7	68
19	5	1	2	2			12
21	6	4	2				32
22	1			1			23
23	8	2	1				7
24	15	4	3	3	4	1	53
25	1			1	1		5
29	86	22	27	37	10	6	230
31	13	1	3	9	1	2	34
33	15	4	5	6	3	2	26
34	89	29	26	34	3		204
35	15	1	3	6	2	4	25
37	14	7	5	2			40
38	3		3				11
39	3		1	2	1		20
40	3			3			19
41							3
42	69	24	23	22		1	115
43	25	7	11	7		2	43
44	2			2			16
45							
46							
47	4	2		2			13
48							4
Totals.....	2,391	463	760	1,168	181	205	5,171

The table entitled "Does Injured Workman Speak English" showing the percentages means very little alone, hence we give the above table of facts in connection with the foreign born and assume that this is where it gets its principal bearing. While there may be some who are of American birth that do not speak our language, the percentage would be so small it would not materially change the figures.

We show in this table the number of foreigners per class, naturalization, and English speaking status to show where the greatest number of these people are employed.

In the column to the right we show the total number of claims finaled, per class, for the same months, to which table of foreign born applies. Class 10 is subdivided as follows:

- 10-1 logging.
- 10-2 sawmills.
- 10-3 shingle mills.
- 10-4 land clearing, wood saws, etc.

TABLE 12.
CONJUGAL CONDITION OF INJURED PERSONS.

		Fiscal Year.	
		1913.	1914.
		Number.	Number
Single and having			
a.	No dependents	5,797	5,928
b.	One dependent	498	389
c.	Two dependents	333	271
d.	More than two dependents..	150	110
Married and having			
a.	No children	1,638	1,583
b.	One child	1,375	1,420
c.	Two children	1,091	1,182
d.	Three children	763	752
e.	Four children	389	441
f.	Five children	240	292
g.	Six children	77	67
h.	Seven children	20	25
i.	Eight children	5	8
j.	Nine children	4	4
	Having both children and other dependents		114
Total	.....	12,380	12,586

SUMMARY.

		1913.		1914.	
		Number.	Per Cent.	Number.	Per Cent.
Single persons	.....	6,778	54.7	6,698	53.2
Married persons	.....	5,602	45.3	5,888	46.8
Total	.....	12,380	100%	12,586	100%

The conjugal condition of those employed, shows a gradual decrease in the number of single men and an increase in the number of married men, contrary to all expectations.

The fact that the percentage of single men has been so much in excess, is due to the fact of the State developing so fast, and being new, young men have flocked here from all parts of the world to seek employment. As the State grows older the conjugal condition will change as the percentage of the summary shows.

PERSONAL FAULT.

It is a great question to know where the line of responsibility divides, from the answers that come, in regard to personal and mechanical fault, and there is no question more difficult to decide than these, for many times the questions are answered directly opposite which then throws the responsibility upon this office to use its best judgment in the matter without partiality to either side. The matter of personal fault being eliminated from the law leaves or should leave the question open to a clean, clear cut answer as to the cause and responsibility that the very nature of the accident might place the responsibility where it belongs.

For instance, we have a case where an employe is a faller in the woods—he falls a tree and the tree in falling loosens the top of another tree. Not noticing this, he proceeds with his work and a gust of wind comes up causing this top to fall upon the man, injuring him. In reply to the question: “Whose fault was the cause of the accident?” he answers: “Employers.”

Again, a man is injured upon a machine and when he answers whose fault, says: “Nobody’s, purely accidental;” the employer says: “Employee’s.”

Q. How could such an accident be avoided?

A. Employee—“Could not be.”

A. Employer—“By not being present,” or, “By having fingers in pocket.”

We appreciate jokes but what we want are the actual facts and while they may seem foolish to the parties making out the blanks, they are essential for statistical purposes and we sincerely hope that all questions will be answered carefully.

TABLE 13.

Fault.	Fiscal Year 1913.		Fiscal Year 1914.	
	Number.	Per Cent.	Number.	Per Cent.
Risk of trade	8,543	69.0	10,279	81.7
Workman's fault	951	7.8	906	7.2
Fellow servant's fault	303	2.4	399	3.2
Employer's fault	90	.7	31	.2
Foreman's fault	12	.1	18	.1
Third person's fault	30	.2	25	.2
Facts not ascertainable.....	2,451	19.8	928	7.4
Total	12,380	100%	12,586	100%

MECHANICAL AND NON-MECHANICAL INJURIES.

We have tried very hard, during the year, to place in the hands of the public, records of injuries in such shape that the general attention might be given to the proper channels of hazard—that the State in general might be benefited by this experience.

The work of accident prevention in this State is in its infancy but already great success has been encountered along that line as shown by the figures in the special reports. Wisconsin starts May 1, 1912, with 35.5 per cent of all accidents being mechanical, while the result of their work shows that number reduced to 18.4 per cent in March, 1914.

Our last year's report shows that 32 per cent of all accidents were mechanical; this year only 25.4 per cent which is mostly the result of the careful and systematic work of our Labor Commissioner, in shop inspection as well as safety committee organization, and this Department in industries not under the jurisdiction of the Labor Department, induced by the interest, suggestions and cooperation of Governor Lister.

As shown in the Labor Commissioner's report 423 firms, representing 25,722 laboring men are organized into safety committees of which 1,285 are on these committee which speaks well for the working progress in the State.

Our report this year shows that out of 3,200 mechanical accidents, 942 or 29.5 per cent of all mechanical and 7.5 per cent of all accidents were upon machines that were safeguarded, while 247 or 7.7 per cent of all mechanical or 1.9 per cent of

all claims, were upon machines not safeguarded. This shows a reduction of 1 per cent on injuries upon safeguarded machines over last year's experience.

TABLE 14.
MECHANICAL INJURIES.

AGENCY	Number Injuries	Work Days Lost	Safe Guarded	Not Safe Guarded	All Other
Motors, Engines, etc.....	212	3,208	29	16	157
Fans, Steam-pumps, etc.....	13	539	3	3	7
Gearing, Gogs, etc.....	119	3,676	29	33	57
Set Screws	15	366	5	9	1
Shafting	22	1,406	3	11	9
Belts and Pulleys.....	134	5,534	35	33	66
Elevators and Lifts.....	40	1,713	9	4	27
Cranes and Derricks.....	91	3,397	13	3	65
Slab Conveyors	69	2,161	12	8	49
Hoisting Apparatus	91	2,315	2	3	86
Steam Shovels	11	464	2	.....	9
Coupling Cars	53	1,940	6	1	51
Falls from Trains, Cars, etc.....	41	1,604	.....	1	40
Struck by Trains, Cars, etc.....	13	683	.....	1	17
Collisions, Derailments, etc.....	31	3,336	7	2	72
Hand Cars; Push Cars.....	45	1,325	6	1	33
Coal and Dump Cars	194	5,796	3	2	134
Other railway causes.....	15	174	1	.....	14
Hand Brakes	17	351	.....	.....	17
Saws, power driven.....	324	20,393	513	44	267
Planers, Edgers, etc.....	72	2,035	33	5	29
Jointers, Shapers, Matchers, Sticklers...	55	1,507	33	7	15
Sanding and Heading Machines.....	7	231	4	1	2
Lathes (wood working).....	7	250	3	.....	4
Log Carriages and Gear.....	33	2,613	26	3	69
Chains and Blocks.....	33	1,303	5	2	31
Live Rolls and Transfer Chains.....	122	3,314	27	12	33
Other Wood Working Machinery.....	14	250	5	2	7
Cables	372	12,533	22	16	334
Paper Making Machinery.....	31	334	6	1	24
Printing Presses, Stitchers, etc.....	22	494	3	2	17
Textile Machinery	9	222	2	1	6
Laundry Machinery	26	759	12	1	13
Leather Working Machinery.....	.....	.....	.....	.....	.....
Autos, Trucks, Motorcycles.....	33	320	4	2	27
Drilling and Milling Machines.....	45	1,153	9	3	33
Lathes (Metal Working).....	15	214	9	.....	6
Drop and Power Hammer.....	12	325	2	.....	10
Shears	10	161	4	.....	6
Cement Mixer	25	713	2	6	17
Grindstone and Emery Wheels.....	15	277	2	1	12
Bakery and Confectionary Machines.....	12	263	3	1	3
All other machinery.....	44	1,100	13	1	25
Totals.....	3,200	93,630	942	247	2,011

TABLE 15.

MECHANICAL AND NON-MECHANICAL INJURIES PER CLASS.
(Including Safe-Guarding.)

CLASS	On Safe Guarded Machines	On Not Safe Guarded Machines	On All Other Machines	Total Mechanical Injuries	Total Non- Mechanical Injuries	Grand Total All Injuries
1	2		12	14	151	165
2	1	1	13	15	89	104
3	4		9	13	54	67
5	9	8	51	68	608	706
6	4	1	14	19	189	208
7	24	8	195	227	587	764
8	8	6	35	49	326	375
9	2		11	13	78	91
10-1	35	12	330	377	1,716	2,098
10-2	276	23	461	325	2,068	2,923
10-3	279	40	175	494	368	862
10-4	7	2	9	18	50	68
12		2	1	3	31	44
13		1	11	12	32	44
14	6	3	44	53	162	215
15			3	3	33	41
16	11	5	181	197	955	1,158
17	10	2	16	28	149	177
18	9	2	30	41	112	158
19			6	6	38	44
21	5	2	8	15	82	97
22	17	4	16	37	28	65
23			2	2	12	14
24	5	3	48	56	105	161
25	2		1	3	6	9
29	182	21	89	292	236	498
30			1	1	2	3
31	4	8	9	21	61	82
33	4	3	10	17	59	76
34	26	12	101	139	321	460
35	6	1	15	22	53	75
37	5		5	10	73	83
38	6	2	7	15	18	33
39	7	2	9	18	23	46
40	3	1	3	7	26	33
41	3	2	15	20	11	31
42	5	3	42	50	225	275
43	2	2	15	19	97	116
44	2		4	6	31	37
45			1	1	1	2
46					1	1
47			3	3	23	26
48	1			1	5	6
Totals.....	942	247	2,011	3,200	9,386	12,586

TABLE 16.
NON MECHANICAL INJURIES.

Agency.	Number. Injuries.	Work Days. Lost.
Heat and Electricity:		
Explosives, powder, dynamite, etc....	38	1,743
Explosives, gases, dust, liquids.....	82	2,137
Explosives, boilers, steam pipes.....	13	321
Other injuries from steam and liquids	59	1,134
Caustics	9	195
Explosion of molten metals.....	14	459
Other accidents from hot or molten metals	26	578
Electricity	33	836
Fire and heat not otherwise specified..	32— 306	663— 8,066
Falls:		
From ladder, scaffold, platform, etc...	271	12,140
From machinery, trucks, engines....	90	2,374
Caused by collapse of support	213	8,645
Through opening in floor.....	80	2,655
In hoistway shaft.....	7	259
On stairs, steps, etc.....	15	743
By slipping, tripping, etc.....	1,155	30,663
Jumping or stepping on objects.....	34	880
Other falls	17— 1,882	428— 58,787
Falling or moving objects:		
Falling rock, dirt, etc.....	705	21,762
Slide in or cave in.....	66	4,867
Falling pile of material.....	94	3,077
Timbers, lumber, etc.....	588	15,805
Trees	272	9,692
Other falling objects	262	7,037
Rolling or moving logs	506	22,760
Tools or weights dropped by injured	117	2,499
Objects dropped by others	35	747
Fall of material from trucks in transit	81— 2,726	2,456— 90,702
Miscellaneous:		
Handling trucks, wheel-barrows, scrapers	306	7,996
Handling heavy machinery and ma- terials	577	12,646
Handling lumber, timbers, etc.....	543	11,408
Other injuries by weights.....	11	827
Flying objects in eye	280	5,877
Other injuries from flying objects...	205	4,475
Animals and vehicles	236	8,746
Hand tools	313	5,205
Tools in hands of fellow servant....	40	756
Caught on nail or sharp projection...	196	4,221
Cut on glass	17	219
Cut by ax or adz.....	686	13,109
Stepping on nail	125	1,877
Saws, cross-cut	141	2,308
Peavy, pick or pickaroon	198	4,050
Puncture by splinter, cable strand, etc.	345	5,658
Inhalation of gases, etc.	3	55
Drowning and not otherwise explainable..	1	10
Violence	2	77
All other	247— 4,472	11,275— 100,795
Total	9,386	258,350

FIRST AID TO THE INJURED

By DR. J. W. MOWELL

Medical Advisor

APHORISMS OF FIRST AID.

1. Speak softly.
2. When in doubt, do nothing.
3. Know when you have done enough.
4. If you cannot do your patient any good, at least do not do him any harm.
5. Have him lie down. Make him comfortable till the doctor comes.
6. A drink of cold water or a fan or cool breeze is the best of stimulants.
7. A surgeon is seldom so urgently needed that one cannot afford to wait for services known to be good.
8. Do it up in the blood. Blood is the best of antiseptics, the best of irrigating fluids and the best of salves.
9. When telephoning for a physician, always state the nature of the case that he may judge as to its urgency and also in order that he may bring the necessary instruments, etc., with him.
10. Knowledge, such as may be obtained from an emergency manual, or even by a limited experience, does not constitute a medical education. Wisdom will be evidenced by deference to the physician. Therefore, be calm in emergency, and be courageous, but withal be humble.

First Aid Dressings Necessary to Be Kept Around All Places Where Men Are Working and Liable to Be Injured.

1. Tincture of iodine kept in a glass stopped bottle.
2. Plain sterile gauze kept in air-tight packages.
3. Sterilized bandages in the ordinary rolls, not broken.
4. Some wide stripes of strong heavy muslin to use to make tourniquets, slings, etc.
5. Roller bandage, two to three inches wide and five yards long, which is the better length as you will not have broken packages of bandages, because if a longer one is required, two can be used.
6. A few smaller bandages, say an inch in width and two yards long are better for fingers.

PERSONAL INJURIES.

In personal injuries, the first thing to look after is to see whether the patient is bleeding. If there is any arterial bleeding, you will find that it is inclined to spout or bleed rapidly. This will happen where

an artery of any size is torn, unless the patient is in profound shock, in which case the bleeding might occur later. If you find more than just ordinary oozing, which will stop in a few minutes itself, take a good wide bandage, a couple of inches wide is best, and apply above the injury, that is, toward the body. Tie it around the limb leaving it slack enough so you can put in a stick and twist same until the hemorrhage stops.

If you find that you have a broken leg to deal with, straighten the leg with as little pulling around as possible. Take a couple of sticks wrapped with clothing or some material, apply one to each side of the leg and tie bandages around same tight enough to keep the leg from moving, then bind the broken leg fast to the other leg, making the one leg act as a splint for the other, and get him under the care of a physician.

In the Upper Extermity, where the arm is involved, it is better to bind the arm fast to the body with the forearm flexed across the chest. By binding it fairly tight so that the arm has to move with the body, pain is lessened. If the skin is broken, the clothing should be cut away from same and all around the surface of the wound painted with tincture of iodine, not in the wound itself, however, and a large pad of sterile gauze applied over the wound itself and held in place by sterile bandage, no other dressing applied. Never apply any dirty cloth, handkerchief or anything to the wound. Better let it go unprotected as the chances of infection are far less. Never put flour, soot, tobacco or anything of this kind in an open wound and never touch the wound with anything unclean, dirty fingers or water of any kind.

A Man Receiving Small Cuts in fingers, splinter wounds, abrasions, etc., should immediately call on the foreman, who should paint the entire surface with tincture of iodine and apply sterile gauze and bandage. Use no water to wash or watery solution of any kind, as there are more wounds infected in the first washing, when it is carried out in this way, than in any other way.

ARTIFICIAL RESPIRATION.

Place the patient on his back with his shoulders slightly raised by a small pillow or a folded coat; clear the throat, nose, and mouth of mucus, froth, and dirt; draw the tongue forward to keep it from dropping back and closing the opening of the larynx, keep it forward by passing an elastic band or piece of tape over the base of the tongue and under the lower jaw, or by forcing a pencil behind the last teeth and over the tongue, or by having an assistant hold it between his fingers covered by a handkerchief to keep them from slipping; loosen the clothing about his neck, chest, and abdomen; kneel behind the patient's head facing his feet; grasp his forearms just below the elbows and press them against the front and sides of the chest throwing the weight of your body forward and upon his arms and chest. This

forces the air out of the lungs; then draw his body back so as to make the extension complete; this draws the lower ribs upward and outward, expands the chest, and the air rushes in; repeat these movements about fifteen times to the minute and keep it up until the patient begins to breathe by himself or until there appears no possibility of his doing so; usually the effort is continued for at least an hour.

Pause for a moment occasionally to see whether the patient makes any effort to breathe; if he does, time your movements so as to correspond to the natural inspiratory and expiratory efforts. Usually the first signs of success are a change in the color of the face and faint sighing.

Meanwhile efforts should be made to excite respiration in other ways; apply snuff, tobacco, pepper, or smelling salts to the nostrils, and strike the chest with towels dipped in hot and cold water alternately.

DROWNING.

To clear the lungs of water preliminary to artificial respiration, turn the patient on his face with his forehead resting on his wrist and a roll of clothing under his chest; then getting astride the body press on the back to force out the water; next drop your hands under abdomen and lift up his body with the head hanging down so that the water will run out. Then use artificial respiration.

Besides artificial respiration it is necessary to restore the heat of the body, which is rapidly lost by immersion in the water, and to stimulate the circulation.

While efforts at artificial respiration are going on, remove the wet clothing, wrap the body in dry, hot blankets, apply hot water bottles to the feet, and rub the limbs actively toward the heart; stimulants should be given hypodermically, by the rectum, and by the mouth when the patient can swallow.

When respiration is established, put the patient in a hot bath until the bodily heat and circulation are restored. Even when artificial respiration is successful after drowning, congestion of the lungs, bronchitis, or pneumonia, is apt to result from the cold and the irritation of the lungs by the water which has gotten into them; to prevent these complications large mustard plasters should be applied to the chest.

POISON OAK.

The treatment consists in dissolving of the oily substance with alcohol and then apply any alkaline lotions, such as a saturated solution of bicarbonate of soda (common cooking soda).

ASPHYXIA OR SUFFOCATION.

In a modern coal mine where suffocation occurs from gas and in breweries where we have a condition from ammonia and chemicals, we find that they are well supplied with necessary apparatus and taught how to handle same in cases of this kind, so it is unnecessary to make further comment.

FOREIGN BODIES IN EYES.

These should be removed with a great deal of care. Cinder or particle of any foreign substance just lying loose in the eye may be easily removed, but if it is sticking to the cornea, should be removed with greatest care and the patient should be sent to a physician, as the number of corneal ulcers following trivial wounds of this kind demand careful attention. In camps where foremen make a business of taking foreign bodies out of the eye, they should supply themselves with some powdered iodoform or xeroform. After removing any foreign body from the eye, some of this powder should be dusted directly into the eye, which will dissolve and liberate iodine which acts as a disinfectant.

INSENSIBILITY AND FITS.

Among conditions causing insensibility are fainting, shock, concussion, compression of brain, apoplexy, lightning stroke, electric shock, heat stroke, freezing, epilepsy, Bright's disease, alcoholism, narcotic poisoning, and asphyxia or suffocation.

Fainting is a condition due to too little blood in the brain, and is caused by mental impressions, exhaustion, heat and bleeding. The symptoms are sudden unconsciousness, pale face, cool, moist skin, weak pulse, shallow breathing and dilated pupils.

The treatment consists in getting more blood to the brain by laying the patient flat on his back, lower his head and raise his legs, keeping head down. Try spirits of ammonia or smelling salts to nostrils, loosen clothing at neck and waist; sprinkle cold water in the face, etc. If sitting in chair when the fainting spell comes on, tip the chair backwards to lower his head.

Shock is a condition similar to fainting except it comes from injury.

Lightning Stroke or Electric Shock are similar so far as results are concerned. In electric shock, there is spasmodic contraction of the muscles so that the person cannot let go or remove himself from contact. The condition and results are exactly like lightning stroke. The first thing to do is to turn off the current if possible. If you cannot do this, then get the patient free from the wire or contact. In doing this care must be used, as to touch him with bare hand will cause the rescuer to be in the same position or get the same shock that he is getting. If thick rubber gloves are not at hand, take a stick or a plank or anything that is a non-conductor, and push the individual away from the wire or contact. If the current is not too powerful, you may protect yourself by dry woollen coat or blanket.

Treatment: If the patient is unconscious but living, an effort should be made to keep him alive. Perform artificial respiration, give stimulants, spirits of ammonia to nose, and apply heat externally.

Electric Burns must be treated the same as other burns.

HEAT STROKE.

The effect of heat may be general or local. The general effect of heat is manifest in two entirely different ways, viz., heat stroke and heat exhaustion. Heat stroke or insolation is due to prolonged exposure or excessive heat, usually due to heat of sun but may occur in hot room. Exhaustion and improper clothing are powerful contributing factors. The premonitory symptoms are headache, dizziness, irritability, seeing things red or purplish. With or without these symptoms the patient suddenly falls unconscious. The skin is dry and intensely hot. Pupils are contracted, pulse full and strong; respiration snoring, etc. There may be convulsions. If the temperature of the body is taken, it is found to be very high, 105 degrees to 109 degrees, or higher.

The treatment has for its object rapid reduction in temperature. This should be done by ice applications to the head and cold water poured over him continuously. This should be continued until the temperature is reduced. If the patient can swallow, he should be given cold water, not iced. This should be repeated at short intervals.

Heat Exhaustion is a very much milder condition, closely allied to fainting. In heat exhaustion, the patient is not unconscious. He may be easily aroused, face is pale, skin cool and moist, pupil is dilated or may be normal, pulse weak, respiration shallow, perhaps sighing. This patient should be cared for in the same way as the fainting patient.

BURNS.

Local applications of heat produces burns and scalds. The first thing to be done is to protect the burned surface from the air. This stops the pain. The quickest temporary means of excluding air is to immerse the entire body in warm water, then having gotten everything ready, cut the clothing, leaving such as sticks to the burned skin. Blisters should be left undisturbed. There should be sterile gauze applied all over the entire burn and a heavy layer of absorbent cotton to exclude the air and bandage to retain same. Take the patient to a doctor. Use no washing whatsoever or rubbing of any kind.

If burns are produced by corrosive acids such as sulphuric or nitric acid, the parts should be thoroughly flushed with a watery solution of soda. A burn produced by caustic soda, etc., should be washed with vinegar diluted with water to neutralize the alkali.

FREEZING.

First there is severe pain followed by numbness and stiffness and finally with a great drowsiness with an irresistible desire to lie down and fall asleep, which if yielded to is soon followed by death. If a person is found in this condition, life not yet extinct, he should be taken into a cool room, all clothing removed and body rubbed briskly with towels wet with cold water. If consciousness returns and circulation in body, he may be wrapped in blanket and temperature of

room gradually raised. The reason a freezing person must not be brought into a warm room is that the sudden restoration of the circulation gives rise to violent congestion and often sudden death from formation of clots in the blood vessels.

Frost Bites of Extremities should be treated the same way as more severe freezing. The sudden cessation of pain in the freezing part is always a bad sign. The danger of frost bite is that sudden thawing may cause such severe congestion as to result in gangrene. Therefore the patient should not go into a warm room or near the fire, but the part should be vigorously rubbed with wet snow or ice water, never with dry snow as the temperature of the dry snow may fall far below freezing and rubbing with same would aggravate the condition. When the pain and redness return, apply cold dressing.

Chilblain is a milder form of freezing. On the part affected are red spots, more or less swollen, which burn and itch. The treatment consists in stimulating applications and paint the surface with tincture of iodine.

CARELESSNESS

By E. W. OLSON, LABOR COMMISSIONER.

Carelessness is the next factor in industrial accidents, and is the cause of many avoidable injuries. In fact it can safely be said that carelessness in some form or other is responsible for more accidents than any other specific cause. Carelessness sometimes takes the form of downright recklessness, although it is more frequently manifested as mere thoughtlessness or indifference.

Every workman should be thoroughly impressed with the fact that his safety and the safety of his fellow workmen depends upon his own carefulness. He must consider the result of every movement when he is engaged in work of a hazardous nature, or when he is operating a dangerous piece of machinery. A workman who is reckless in his movements is as dangerous around a workshop as an unguarded machine and should be employed only where he cannot jeopardize himself or his fellow workmen.

CLOTHING.

Unsuitable clothing is the cause of numerous accidents, many of which are fatal. The moving parts of machines, especially rotating parts, cannot always be completely covered in, and when the guarding is not complete, a workman may easily be caught in the mechanism if he wears an unbuttoned jacket or one with a torn or ragged sleeve. Many of the fatal accidents in this state in the last year have been caused by loose or torn clothing coming in contact with an innocent looking rotating or oscillating mechanism.

One-piece overall suits are a safeguard to any workman around machinery. Hundreds of accidents are caused yearly by wearing gloves and getting them caught in a gear or other mechanical movement. The use of gauntlet gloves should be entirely prohibited.

ANTI-ACCIDENT AXOMS

Safety committees should see that workmen rigidly observe the following safety rules:

Don't attempt to throw a running belt on a pulley by hand.

—Thousands of men have been physically incapacitated for life by trying it.

Don't attempt to make repairs around a machine while it is running.

—This is a most dangerous undertaking which has caused many a man regret.

Don't try to operate a machine that is known to be defective.

—Better have the machine repaired than to be personally repaired by a surgeon.

Don't start machinery in motion unless the right-of-way is clear.

—Observe carefully that no one is in a position to get caught or that all adjustments have been properly made before starting. Never jump at conclusions. Think a moment—it may save a life.

Don't allow debris to accumulate around machinery or where men are working.

—Its removal will increase the output of the plant and decrease the hazard to the workmen.

Don't climb up on a machine to make adjustments while it is in motion.

—Accident records show that this habit will get the workman sooner or later.

Don't oil a machine while it is running unless you are dead certain.

—that there is no danger of getting caught. If it is necessary to oil machines while in motion, safety oiling devices should be used so that your hand does not come in contact with moving parts.

Don't wear loose or torn clothing around machinery.

—If a gear, shaft or machine secures a bite, you will find that you are no match in a combat with the machine.

Don't interfere with other workmen while they are operating machinery.

—This is a dangerous thing to do for in diverting one's mind from his work he may unconsciously make a false motion that will be disastrous.

Don't try to operate a machine that you are not familiar with.

—Get your instructions from the man in charge before you try it—then use your utmost caution until you have it under control.

Don't reach over a saw to take material from behind it.

Better lose a minute by stepping to the rear of the saw than to lose a hand or an arm.

Don't try to remove sawdust or slivers from beneath a saw while it is running.

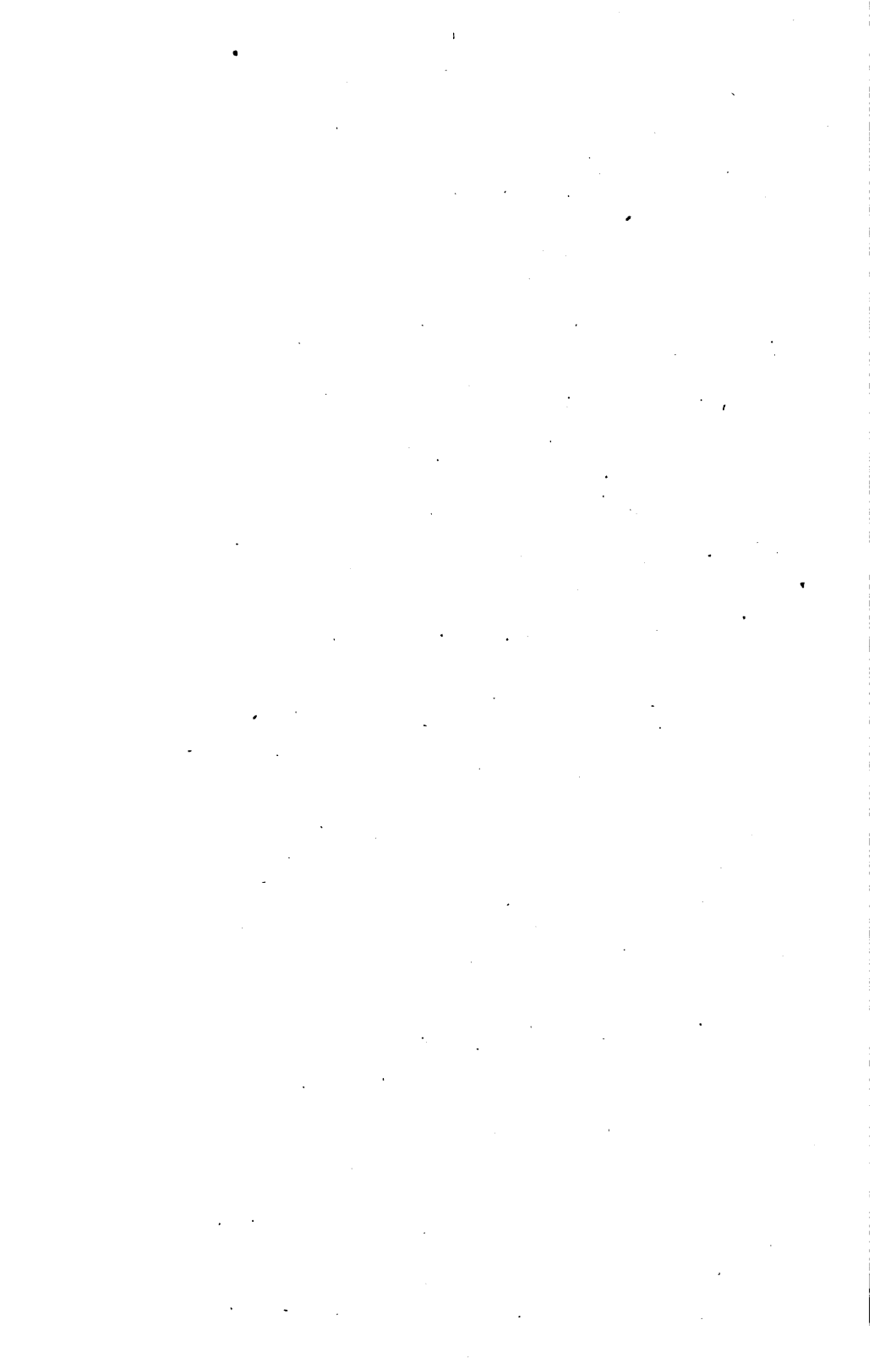
—This is a most dangerous practice that has been the means of adding hundreds of names to the Industrial Insurance roll.

Don't wear a four-in-hand necktie and allow it to hang loose while working around a machine.

—Accident statistics reveal the fact that many men have lost their lives through this innocent cause. A necktie hanging loose while the workman is stooping over a machine or an inward-turning gear will attach and draw him into contact so quickly that he has no chance of extricating himself.

Don't play pranks or scuffle with a fellow workman.

—If you have an over-abundance of energy put it to a profitable use for your employer, yourself and your fellow.



STATE OF WASHINGTON

Ninth Biennial Report

OF THE

Bureau of Labor Statistics

AND

Factory Inspection

1913—1914



EDWARD W. OLSON

COMMISSIONER



OLYMPIA :

FRANK M. LAMBORN, PUBLIC PRINTER.

1914

BUREAU OF LABOR.

APPOINTMENT OF COMMISSIONER.—A Commissioner of Labor shall be appointed by the Governor, and said Commissioner of Labor, by and with the consent of the Governor, shall have power to appoint and employ such assistants as may be necessary to discharge the duties of said Commissioner of Labor; and said Commissioner of Labor, together with the Inspector of Coal Mines, shall constitute a bureau of labor. On the first Monday in April, 1897, and every four years thereafter the Governor shall appoint a suitable person to act as Commissioner of Labor, and as factory, mill and railroad inspector, who shall hold office until his successor is appointed and qualified. (L. '05, Sec. 1, Chap. 83.)

DUTIES OF COMMISSIONER.—It shall be the duty of such officer and employes of the said bureau to cause to be enforced all laws regulating the employment of children, minors, and women, all laws established for the protection of the health, lives, and limbs of operators in work-shops, factories, mills and mines, on railroads, and other places, and all laws enacted for the protection of the working classes, and declaim it a misdemeanor on the part of the employers to require as a condition of employment the surrender of any rights or citizenship, laws regulating and prescribing the qualifications of persons in trades and handicrafts, and similar laws now in force or hereafter to be enacted. It shall also be the duty of officers and employes of the bureau to collect, assort, arrange and present in biennial reports to the legislature, on or before the first Monday in January, statistical details relating to all departments of labor in the state; to the subjects of corporations, strikes or other labor difficulties; to trade unions and other labor organizations and their effect upon labor and capital; and to such other matters relating to the commercial, industrial, social, educational, moral, and sanitary conditions of the laboring classes, and the permanent prosperity of the respective industries of the state as the bureau may be able to gather. In its biennial report the bureau shall also give account of all proceedings of its officers and employes which have been taken in accordance with the provisions of this act, or of any other acts herein referred to, including a statement of all violations of law which have been observed, and the proceedings under the same, and shall join with such accounts and such remarks, suggestions and recommendations as the Commissioner may deem necessary. (Sec. 2, p. 132, '01.)

LETTER OF TRANSMITTAL.

**OFFICE OF BUREAU OF LABOR STATISTICS AND FACTORY AND
STEAMBOAT INSPECTION.**

OLYMPIA, WASHINGTON, Nov. 1, 1914.

*To His Excellency Ernest Lister, Governor of the State of
Washington.*

SIR : In compliance with Chapter LXXIV, Laws of 1901, I
have the honor to transmit herewith to you, and through you
to the honorable Legislature, this, the eighth biennial report of
this Bureau for the years 1913-1914.

Respectfully yours,

EDWARD W. OLSON,
Commissioner.

ACKNOWLEDGMENT.

The Bureau, in conclusion, desires to express its appreciation for the hearty co-operation of Governor Ernest Lister, and for the assistance extended by the Attorney General, the members of the Industrial Insurance Commission, and various other officials at the capitol and throughout the state, without whose help the Bureau could not have accomplished so much. The loyal efforts, too, of the staff of this Department are highly commended to the Legislature and the people.

EDWARD W. OLSON,
Commissioner.

Introduction and Review.

The past two years have been unusually busy ones for the Bureau of Labor.

Together with the Industrial Welfare Commission we have had to undertake the pioneer work of establishing minimum wages for women wage-earners in different industries in the state; we have launched a systematic campaign to reduce the number of accidents in our mills and factories, organizing 423 plants into the "safety first" movement; we have carried on a series of investigations that have brought to us authentic data on many phases of labor and industry in their inter-relations; we have entered into an investigation of the cost of living and prevailing wages; we have sought to ascertain the exact conditions under which men and women work in this state; and all this in addition to the manifold duties connected with the routine of the Bureau's work, such as the collection of wages, the arbitration of strikes, the inspection of factories, the enforcement of all the labor laws, steamboat inspection, and the many un-contemplated matters that arise daily.

And just to convey an impression of the amount of time and work involved in handling the law enforcement phase of the Bureau's duties, it might be said here that up to September 1, 1914, evidence was secured and 189 complaints filed alleging violations of the various state labor laws and 131 convictions obtained. These figures do not take into account, of course, the hundreds of complaints to the Bureau charging violations of these laws, each of which the Bureau investigated carefully, though that probing did not develop facts sufficient to warrant formal court action, and anyone acquainted with law enforcement can appreciate the preponderance of such cases. Incidentally, wage claims totaling \$43,038.44 were presented to the Bureau for collection, though that is not properly a part of its work, of which sum \$7,933.44 was obtained for the workers of the state at no cost to them where attorneys would have exacted heavy fees. All of this has resulted most favorably for the general labor situation in the state, for the demonstration to all those affected by the labor laws that no violations

of any nature would be tolerated has tended to bring about a more general observance of these particular statutes.

This, then, is the situation in the Bureau of Labor near the close of the seventeenth year of its history. It was created in 1897 and W. P. C. Adams was the first Commissioner, serving in that capacity for one term, from 1897 to 1901, during which time he was associated with William Blackman as factory, mill and railroad inspector, and R. H. Norton as coal mine inspector. On April 7, 1901, Mr. Blackman succeeded Mr. Adams and remained in charge of the office until 1905, C. F. Owen being associated with him as coal mine inspector, with offices in Tacoma. Governor Mead appointed Charles F. Hubbard and the latter entered the Commissionership on April 7, 1905, being reappointed by Governor Hay in 1909, serving until April 7, 1913, when the present Commissioner took office. During Mr. Hubbard's two terms D. C. Botting was associated with him as coal mine inspector, maintaining office in Seattle.

The personnel of the Bureau since April 7, 1913, besides the Commissioner, who is associated with James Bagley, coal mine inspector, whose offices are in Seattle, has been as follows:

Lucia A. Crangle, Assistant Commissioner of Labor, with headquarters in Seattle.

C. H. Younger, Chief Factory Inspector, Kirkland.

A. C. Hughes, Factory Inspector, Centralia.

A. A. Furber, Factory Inspector, Everett.

H. C. Miles, Factory Inspector, Spokane.

W. H. Sutter, Factory and Steamboat Boiler Inspector, Tacoma.

Captain S. A. Hoyt, Inspector of Hulls, Kennewick.

Miss Esther K. Dahlberg, Chief Clerk.

Miss Hazel Maahs, Stenographer.

In the following pages of this, the ninth biennial report of the Bureau, will be told as briefly and as interestingly as possible just what the work of the Bureau has been during the last two years, in connection with which will be a short discussion of some of the problems of the present and the future.

RECOMMENDATIONS TO THE LEGISLATURE

COLLECTION OF WAGES.

Thousands of instances occur in this state every year where laboring men, after having honestly earned small sums of money, are compelled to employ attorneys to sue their employers for their wages, as a result of which, even after they finally receive their earnings, they are compelled to spend a goodly portion of them as attorney's fees.

This is a condition that deserves the attention of the next Legislature, for it can be safely said that one of the most necessary and beneficial pieces of legislation that could be enacted in behalf of the wage-earners of the state would be a law providing for the speedy collection of small sums due in wages, without cost to the laborer.

A carefully devised remedy to overcome this most distressing situation has been embodied in the bill that will be presented to the Fourteenth Legislative Assembly next January, for its earnest consideration. It provides for the establishment of small debtors' courts under the jurisdiction of the duly elected county and municipal justices of the peace throughout the state, where cases of this nature may be heard and adjudicated.

It is also recommended that the present law pertaining to the issuance of time-checks be so amended that the laborer will not be so greatly inconvenienced in obtaining the payment of his wages, for it is often the case now that workmen are compelled to walk long distances to have their time-checks redeemed in negotiable paper or in cash.

STATISTICS.

The law creating the Bureau of Labor requires it to collect, assort, arrange and present in biennial reports to the Legislature statistical details relating to all phases of labor in the state. It is a well-known fact that such statistics are of little or no value and often-times are entirely misleading if they

do not cover their respective fields accurately and completely, and the past experience of this Bureau has demonstrated that it is now impossible to obtain complete data of this nature because of the absence of sufficient legal authority requiring operators, owners, employers and other individuals and organizations as well, to furnish the necessary information. It is therefore recommended that proper legislation to that effect be enacted.

It is also recommended, in the interest of fair play in labor disputes, that a law be passed providing that in case of a strike, both interested parties shall be required to report to the Bureau of Labor within a reasonable time the points at issue and the causes leading up to the controversy, such reports to be in the form of sworn statements and to be filed by the Bureau as public records.

EIGHT-HOUR PUBLIC WORKS LAW.

It is recommended that the Eight-hour Public Works law be so amended as to eliminate its present ambiguity in a number of particulars. It should provide that public officials who employ day labor on public improvements shall be just as responsible under its provisions as a contractor or sub-contractor, and it is also essential that a minimum wage provision be added requiring public officials who let contracts to stipulate in such contracts a minimum wage for common labor. The law should provide, too, that resident laborers be given preference on all public work done in the different counties or municipalities of the state.

FACTORY INSPECTION LAW.

The Factory Inspection Act in its present form has now been quite thoroughly tested with the result that there is no serious criticism of its application to existing conditions. As a matter of fact there is not so much necessity for a stringent law of this kind as there is for rigid and intelligent inspection, to obtain the best results in the reduction of accidents. Consequently if any substantial change in the law were recommended, it would be wholly in the interest of broadening its scope

so as to include within the inspection service all of the extra-hazardous occupations covered by the Workmen's Compensation Act, quite a number of which the law does not now touch.

Statistics show that more serious and fatal accidents occur in logging operations than in any other industry in the state, and as this is the case, the question arises whether legal restrictions coupled with an efficient inspection service, would be the means of preventing accidents in this industry to any great extent. Logically it might be assumed that it could, yet the Bureau has no definite facts upon which to base such a conclusion or to present in behalf of such legislation. In spite of this lack of evidence, however, the results of the Safety Movement in the mills and factories of the state during 1914 would justify a strong belief that a similar movement in the logging and construction industries would materially reduce the appalling accident rate now existing there.

The prevention of a single fatal accident each year should more than compensate for the cost of the necessary inspection service in the logging camps of the state, now numbering approximately three hundred. For that reason and also for the reduction in the accident rate that most certainly would result, it is recommended that additional authority of this character be given this Department.

One of the most important duties imposed upon the Bureau of Labor is the work of factory inspection and the constant progress in mechanical lines demands that experts be employed in that capacity. The so-called inspector of yesterday, who merely made the rounds of the mills and workshops and occasionally recommended some kind of a cover here on this machine or an almost worthless guard of some kind on that one, has been superseded by the man who is making that work a profession, and whose life is devoted to the study of mechanics and the newer science of safety engineering in all of its intricate problems.

The result is that competent men in this line of work are now eagerly sought after and command exceptionally high sal-

aries. The present law in this state provides that our inspectors cannot be paid more than \$4.00 a day, which is perhaps the lowest wage paid for such work by any state in the Union. It is not sufficient to maintain the inspection service at the highest standard, and it is therefore recommended that the law be changed so expert service can be paid a deserving wage. A maximum wage of \$5.00 per day should be allowed, the same as Oregon, California and other states are paying.

BOILER INSPECTION.

The State of Washington has no law requiring the licensing of stationary engineers or the inspection of boilers, although it is generally admitted that such a law is essential and important. The reports of this Bureau show that such legislation was proposed to the Legislatures of 1907, 1909, 1911 and 1913, but for some reason or other no action was taken. The present Commissioner therefore renews this recommendation to the coming Legislature, believing that such a law would be the means of preventing many accidents and much loss of life.

EMPLOYMENT AGENCIES.

Now that the charging of fees for the securing of employment has been made illegal, it is recommended that legislation be enacted providing for free employment agencies under the supervision of the State. Other states of the union have already taken up this matter and in another section of this report will be found a discussion of the question at considerable length.

**PROBLEMS OF PRESENT AND
FUTURE**

Problems of Present and Future.

PROBLEMS OF THE PRESENT.

The lack of staple industries in Washington, operating day in and day out the year around, and the remarkable predominance of seasonable enterprises offering only intermittent employment, lie at the heart of whatever labor problem there exists in this state, and our problem here is not so much the finding of temporary employment for those unemployed at odd seasons as it is to establish steady employment by attracting and fostering such industries as will offer permanent work in all seasons of the year.

Washington seems to be peculiarly a state in which there is a remarkable fluctuation in the demand for labor. The great bulk of our industries are the lumber mills and allied enterprises, the fish and the fruit canneries, and from the very nature of things these cannot operate at a stated ratio the year around and some are compelled to close down several months during the year for reasons which all recognize and over which no one has control. There must come a re-adjustment of things before this state will ever be able to rid itself of the problem of the unemployed at certain seasons of the year and, in our opinion, the problem will always be one that will demand our attention to some degree at least, unless our natural resources are exhausted by profligate waste and we operate no more canneries and cut no more lumber, or raise no more wheat or fruit.

We can, however, relieve the situation materially by fostering, as has been suggested, such industries that offer permanent employment the year round. We cannot, of course, abolish the fluctuation in the demand for labor which inevitably follows the rush and the dull seasons in the lumber industry or the canneries, but we can establish for the great body of our workmen a dependable employment day in and day out at a dependable wage, to which they can adjust themselves accordingly. It

may be, too, that in attracting new industries we will bring to this state others that, though offering seasonable employment, will offset the intermittent employment of our present industries by demanding more workmen during the seasons when there is now but very little call for labor.

How great is this problem and how great is the fluctuation in the labor market is best illustrated by the figures the Bureau has gathered in a survey of the logging camps, mills, workshops and factories of the state, including some 787 of the largest firms, the statistics for which are given in a later section of this report. These figures show that in the many different industries canvassed, more than 23 per cent of the men were employed only intermittently, or, to put it another way, while regular employment was offered 40,567 men in these businesses, their seasonable character demanded the employment of as many as 51,080 men during certain periods, meaning that 10,513 must find work elsewhere some of the time, generally during the fall and winter. In this survey the lumber industry, of course, showed the greatest fluctuation, offering regular employment to 20,538 men, but demanding 24,292 during certain seasons. The next largest fluctuation was seen in the labor demand of the fish canneries, rising to 4,141 employees during the busy season—exclusive of the hundreds of girls temporarily employed or Chinese contract labor—and offering steady work to only 2,639 men, while nearly all other industries canvassed showed a much greater fluctuation in their demand for labor than is generally appreciated.

Take as another striking example of the fluctuation in the demand for labor the condition that exists in the Puyallup berry fields. Here for three months some 15,000 pickers are needed for harvesting the berries, according to W. H. Paulhamus, president of the Puyallup & Sumner Fruit Growers' Association, and from 300 to 500 more are employed in the two canning plants for about five months of the year. For the other nine months the berry fields need no such number of workers, but for these three they do need them and need them badly. It is the same way with the association's canneries—for seven months

of the year they are running "light." Here in these two instances then we see a remarkable illustration of intermittent employment far greater than the percentages of fluctuation determined by the Bureau's survey of other industries—an employment which rises from practically nothing the greater part of the year to a point when for three months the association is probably the largest single employer of labor in the state.

The figures from the Bureau's survey have no reference whatever to the rise and fall in the demand for female workers, nor can they be taken to include all the workmen of the state, but they do show the remarkable differences in the demand for the male workers of the state caused by the peculiar nature of our chief industries, and the percentages here shown can be taken as prevailing in the labor market. These, then, are our "army of unemployed," not from their own fault so much in most cases as from the nature of our industries, and these, too, are the men who, constituting nearly a fourth of the total number of employed, constantly patronize the employment agencies, gather in our large cities and thus focus the state's labor problem in its largest centers. What to do with this 23 per cent of our workmen is our greatest present problem.

But were the "army of unemployed" that gathers in our larger cities during the winter composed of only this 23 per cent, the number of the unemployed would not have reached the proportions it did during the last fall and winter under the abnormal conditions then prevailing. The natural tendency of men to foregather in the larger cities added to the desire to spend the winter under the sound's more salubrious climate, brought many from Montana, Idaho and Eastern Washington as well as from British Columbia and the Alaskan canneries to our Sound cities and the influx swelled our own number of unemployed to unusual heights. And yet our problem was not as pressing as in the sister coast states to the south of us, though greater than any of us want it to be.

What do we do with the men composing this 23 per cent temporarily employed? Practically nothing in the winter. In

the spring we begin to use them in the spring work on our farms and in re-opening our logging camps and our lumber mills. Gradually they go back to work until as summer comes on we need them in our county and state road work, in the wheat fields and the orchards of Eastern Washington, in the hop fields and the berry patches of Western Washington and in increasing number in our lumber industries until in the summer the demand is greatest and the complaint is frequently heard that labor is hard to get. There is no over-crowding of the labor market then, for the demand is generally greater than the supply, but the slump begins to come along in the early fall, when the wheat harvest is in, the fruits and the berries have all been picked, when road work becomes difficult because of adverse weather conditions and the lumber mills curtail operations because of the slackening of the demand for their product. Then is when the "army" begins to gather—then is when our labor problem crowds itself before us and demands: "What are you going to do?"

And that is the question we must answer.

Naturally, with the slump in the demand for common labor—for our "army" is composed very largely of common labor—comes a corresponding slump in wages offered. So does the market always react when flooded with any particular product seeking buyers. I have in mind one contracting firm on railroad work which during the summer paid its common laborers \$2.00 a day and immediately cut this to \$1.75 when the men began to come back from the harvest fields, the berry patches and the woods. I keep in mind, too, the fact that the general reduction in wages at the Ruston smelter on January 1st this year—in some departments an outright cut in wages and in others a lengthening of the hours of work, which amounts to the same thing—came at the time when many were out of employment and was made possible then solely because of that fact. The strike that followed was a bitter contest—but its story is told in another place.

Here in this "army," too, is the stronghold of the I. W. W., the most baneful influence among our workingmen. The most serious demonstration of its disrupting tendencies occurred during the spring of 1918, when several of its paid agitators invaded the state, coming here from other states from which they had been driven, and actively sought to stir up strife in different localities, particularly among the timber workers. These leaders were not of our own workingmen nor of our state, but they saw an opportunity here in the great body of men out of work and they came and made the most of it. When we re-adjust our industrial affairs to such an extent that the "army" exists no longer or is at least reduced to a minimum, we will have no I. W. W., for it gathers its forces during the winter when the unemployed congregate in the cities, foment then its discontent, feeds upon the work-hungry anxiety of the men and by strenuous agitation and violent attacks upon that which then seems to be the common enemy—capital—because it affords no work, arouses in the "army" that deplorable spirit which tends toward anarchy and produces turmoil. Needless to say, it is a strongly disturbing force in labor, constantly hampering legitimate labor organizations because of the tendency to inject its spirit into their circles and causing troubles that would not otherwise arise. It should be equally needless to note that with the coming of spring and work again and the resulting disbanding of the "army," the I. W. W. also disappears, its agitators seeking other climes and labor generally setting out to do the work it has in hand, and as a matter of justice to unions and to union men, it is well to add that the legitimate trades unionist is a bitter enemy of the I. W. W., liking neither its theories nor its practices and generally doing everything he can to minimize the effect of its propaganda. He realizes its regrettable influence upon labor, knowing as it does no creed but violence, and so the union man can almost always be found on the side of those opposing the I. W. W. This problem solves itself—when the men are busy, there is none.

PROBLEMS OF THE FUTURE.

Much has been said, much theorized and much predicted concerning the vast tide of immigration that is to come to the Pacific Coast with the opening of the Panama canal and the report has been persistently circulated that already the steamship companies are selling thousands of tickets among the peasant classes of Europe, accepting payment on the monthly installment plan, and are flooding those countries with glittering word pictures of the great things to be gained by emigrating to this country. In this way the impression has gained ground that we are to be flooded with thousands upon thousands of newcomers in the first few years that will follow the opening of the canal, an impression for which the Bureau has been unable to find any basis in fact and which the federal authorities who have also investigated it say has no basis in fact. However, the Bureau does not mean to say there will be no immigration, but the point is that so far as any one now knows, after exerting every possible means of finding out the situation, absolutely nothing definite can be obtained as to the number or the character of the immigrants that are to come. All that the Commissioner can do and all that any one else can do, is to guess and to base that guess on the extent and the character of the immigration that now reaches our Atlantic coast. In this way we can find enough points in which we are forced to realize what will be some of our problems of the future, without turning loose our imaginations and picturing a great horde of immigrants coming to our shores and demanding from us the right to live and to work and to play.

For that is what they will do. Once here we must handle them the best way we can, and if one-tenth—one might almost say one-fiftieth—of the number arrive here that some have predicted, we as a state will be face to face with one of the most difficult problems we have ever had to contend with, a problem that will not be settled in a day or a week or a month, but may

take years, and in those years will demand a re-adjustment of things economic in this state which will only redound to the state's benefit if the progress of our every endeavor on the farm and in the workshop is constant, ever forward and never retreating, always demanding as much or more than there is to be given. Otherwise we shall have difficulty in that re-adjustment, difficulty in handling our immigration, however small it may be, and difficulty in preserving our own high standards, not only of industry and of living, but of business practice and governmental principle. That is why this prospect of immigration, vague to the extreme though it may be, seems to loom before us as a state as promising to be our greatest problem of the immediate future, in solving which every one now living in the state will be called upon to join.

While there is considerable latitude for a difference of opinion as to what effect the great European war will have on immigration, the generally accepted idea seems to be that it will stimulate rather than retard it. The picture herein drawn is based on what might be expected under normal conditions; the prophet does not exist who can tell us what such an upheaval will produce. Yet it can be safely predicted that the opportunity of living in a peaceful country will strongly appeal to those who otherwise will be compelled to struggle despairingly under the imposition of the most crushing taxation that will inevitably follow the world's greatest war. Many of them will seek some way of escaping—what more natural than to expect them to come to the United States? In this way, then, our problem will be accentuated by circumstances no one could anticipate; it means we will be confronted with a situation most liable to be entirely different from any this nation has hitherto faced.

Many are picturing the great development to the agricultural resources of our state that will follow the coming of these immigrants, particularly in Western Washington, seeing visions of thousands of acres of land cleared and cultivated and "milk and honey flowing" as a consequence. The Commissioner's opinion is they will be almost entirely disappointed. There will

be some agricultural development, of course, but these visions are stimulated by what we know happened in Wisconsin and Minnesota and other Middle Western states with the coming of the German, the Swede and the Norwegian, and we forget not only the class of immigration—the great superiority of these peoples to those who are now forming the bulk of the immigration to this country—but we forget, too, that land there was in most cases free for the asking or at the most, very cheap. The immigrants that will come to us in these next few years may want to develop our farms—may come here with the idea of doing that—but when they get here and find land prices exorbitantly high or beyond their means, at least, or even if priced cheap in the raw state, costing dearly and heavily to prepare it for cultivation, the agricultural development some anticipate will not come about and our problem instead will be a city problem and that is just what we do not want it to be.

There must come a remarkable readjustment in farm land values in this state—and by readjustment is meant reduction—if our immigration, however small it may be, is going to benefit the state, and to expect such a reduction voluntarily is to stretch the imagination, yet we must disabuse our minds of the notion that these foreigners will be as well equipped mentally and financially to cope with conditions as they are here as are those farmers of the East and Middle West of our own country, experienced in our ways, reared under almost the same circumstances as prevail here, who have come to us in such numbers since the history of our commonwealth began. These new peoples will be different from us—different in racial training, racial education and racial and governmental beliefs, born and reared under economic conditions vastly different from our own. They will come to us as strangers, not as one almost with ourselves as have been those who have come from other parts of our own country, in the years gone by, and as strangers the difficulty of their handling will be increased. Their coming, then, will not help our state, no matter if we have thousands upon thousands of acres waiting for the plow, unless those acres are made avail-

able to the immigrant who has just enough money to get into this country under the immigration laws, for most of the newcomers are very likely to be in that class.

The exploitation of these peoples by one scheme or another to get their labor in clearing our raw lands—giving a colony of them, say, all they can raise off a large tract in five years provided the land is fully cleared by the end of that period—may temporarily stimulate our farming industry, but the ultimate result, it would seem, is liable to be more serious than the temporary benefits we may receive. Suppose that large groups of immigrants are induced to come to this country on schemes of this kind—some being already proposed for Chinese and Japanese, it is understood—what will become of them at the end of the five-year period? What will they have to show for their five years' work? What will we as a state have gained in the final analysis? We may have our lands cleared, to be sure, but we will not have permanent residents on them—we will not have built substantial farming communities such as were made in the Middle West—and we will have on our hands, when the five years' work is over, great gangs of foreigners for whom we will have to find employment or else support by direct charity.

That, however, is a contingency that very likely will not arise to any great extent; what apprehension the Commissioner has with regard to this immigration problem arises from the belief that practically all of the immigrants who will come, turned back from our agricultural lands because of the high prices asked for them—if they ever had any intention to locate on them—will be compelled to settle in our cities and all the social, moral and economic problems that attend a large foreign settlement in a city, particularly of Southern European peoples, all of the influences this immigration will have upon the labor market, will force us as a state into the necessity of handling in some way a situation from which we all instinctively shrink.

A sample of what this will be was most aptly demonstrated to us in the army of unemployed which crowded our cities last

fall and winter, presenting an unprecedented situation to handle, caused not by conditions in our own state but by the remarkable slump experienced in British Columbia which sent hundreds and hundreds of unemployed to this state, more than had ever before been known. Because it was unprecedented, it brought forth an investigation by the federal authorities, under the direction of Henry M. White, United States Immigration Commissioner at Seattle, and his report to the United States Commissioner of Labor at Washington, D. C., is therefore highly interesting as forecasting, perhaps, what may come to be a most serious problem for us within the next few years.

Mr. White has very kindly furnished the Bureau with a copy of his report and it reads:

"During the last winter we found a great many aliens in this district and we thought it advisable to attempt to secure some definite information on the matter and their being found in this country. I, therefore, on December 17, 1913, mailed a letter to the inspectors located at Tacoma, Everett, Aberdeen, Port Townsend, Chehalis, Spokane, Bellingham and Walla Walla, and asked the inspectors to ascertain from the police force of their respective cities the number of aliens arrested therein, this data to be secured from the 19th day of December, 1913, up to and including the 18th day of January, 1914. Report has been made from the following named cities: Bellingham, Everett, Seattle, Spokane and Tacoma. We did not have active and energetic co-operation of the police forces in the other cities mentioned as they found it burdensome to comply with our request. From the cities named we received the following reports of the number of aliens arrested therein for the time mentioned:

Bellingham	5
Everett	270
Seattle	1,065
Spokane	148
Tacoma	356
Total.....	1,844

"Of course the aliens booked by the police were those that voluntarily made known the fact that they were aliens, and we are convinced that quite a number refused to make such fact known.

"In addition to the above I desire to say that in the city of Seattle there were confined, during the winter mentioned, about one thousand men in an old building formerly used as a hospital. These were all hoboes and men without work. There was another building in the city of Seattle where there were confined from two to four hundred hoboes and there were approximately four thousand Russians frequenting four saloons in the old part of the city. These men were not asking for

work and did not desire work but were simply asking that the city support them. We were unable to ascertain definitely the number of aliens included in the hoboes cared for by the city, but approximately all of the Russians were aliens and a great number of the other hoboes were aliens. From the foregoing I am sure that the great majority of the unemployed in the Puget Sound country and in the State of Washington were aliens, and the bulk of those have recently come into this country from British Columbia. Western Canada has had a boom for the last three or four years and they are now experiencing a depression. They have a great number of unemployed in that country and these people are moving out as rapidly as possible and are making every effort to get into this country."

The conclusions to be reached from this statement of the situation as it existed last winter are so obvious that it is not necessary to point them out. It is a sufficient warning to realize that as a state and as citizens of a state which we hope and trust will reap the greatest possible benefit and the least possible harm from the immigration that will come to us after the opening of the Panama canal, we must make our farm lands attractive to the newcomers—and they will never be attractive so long as the price is exorbitant. We must make up our minds that such is the case—must disabuse ourselves of our visions of unloading our now unused lands, unused in thousands and thousands of acres, upon these immigrants at fancy prices. The speculator who, hanging hopefully to such a vision, obstructs the distribution of these immigrants throughout the state, will be the one who will bring whatever problem we have to an acute stage.

Some day we will have to face this situation and handle it. It will not hurt us to begin now.

What has been said so far relative to this coming immigration has been quite general, for the aim has been merely to sketch the general situation as it appears to your Commissioner; but it may be that perhaps the effect it is liable to have on the labor market has not been emphasized strongly enough. It was noted with pleasure, in reading the report of the proceedings of the annual convention of the State Federation of Labor at Raymond last January, that the leaders of organized labor in this state are already alive to the situation. They, the

Bureau believes, however, have taken too radical a view of the situation, but it is a view nevertheless entirely warranted by the amazing stories then in circulation as to the number of immigrants to be expected, the truth of which, as previously pointed out, no one has been able to determine. It may be, too, that it will take such radical expressions as these to awaken our people to the situation that is most liable to confront us, for the Commissioner is convinced that but very few realize it now or, realizing, display any inclination to let it cause them any concern.

We know that today 23 per cent of our workmen are shuffled back and forth around the state from one job to another in only intermittent employment, forming our army of unemployed. Suppose immigration should double or treble the number of our workingmen—what then? The ratio of employed to unemployed would be inverted and there would be nearer 23 per cent regularly employed than 77 per cent, as now. Or else, there would come so great a reduction of wages—made possible by so many seeking work—that labor, in addition to all the other evils of cheap wages, would become dissatisfied and might easily be led into one form or another of industrial strife.

It is not the Bureau's purpose to paint a dark picture—it is not pessimistic enough for that—but it is trying to suggest some of the possibilities and, it seems to it, probabilities that will confront us, particularly if our immigrants locate principally in the cities, as the Bureau is afraid they will, instead of in the country. The situation is not to its liking. Your Commissioner prefers to picture the employers and employees of Washington more nearly mutually satisfied than those of any other state. He does not like industrial strife. And to him it seems better to warn the people of the state now of the possibilities of the future, rather than to sit back with a "there's-no-use-to-worry" attitude and let the situation come about without any effort to prevent it.

For we have a problem looming before us and we must meet it.

CONDITIONS OF LABOR

Conditions of Labor.

GENERAL SITUATION IN STATE.

In some respects labor conditions in the State of Washington are superior to those of any other state; in some other ways they are on a par with those found in other states, and but in few instances may they be said to be worse. The best way to describe the general situation is to say it is kaleidoscopic, varying remarkably in different sections and towns and cities and in different industries. There seems to be no common standard, because the bulk of our industries or, it might perhaps be better to say, because our most important industries show a remarkable variation, so does our labor, and until our industries are more staple so far as the labor demand is concerned, until they overcome the present large fluctuation in the labor market, our labor conditions will continue to be kaleidoscopic and it will not be possible to maintain a common standard.

This is not intended to mean, however, that conditions have not improved in the last few years or that the improvement, brought about by the education of employer and employe in industrial problems and their experience in handling them, will not continue, for it certainly will, but it is designed to show that conditions over which neither the employer nor the employe have control will tend to mitigate to some extent against the improvement that otherwise might be made. The skilled employe of course is in far better condition and is able to maintain a far better standard than the common laborer, so that what is said here refers more particularly to the latter than the former.

The investigations of the Bureau show that the worst labor conditions in the state are to be found on highway and railroad construction work, and these are largely because the men are sent long distances by the employment agencies, are housed and fed poorly at the camps, and are paid on an average of \$1.75 to \$2.25 a day, out of which they are compelled to pay \$5.50 to \$7.00 per week for board, generally a hospital fee of some kind.

always a fee to the employment agency and their transportation to the point where the work is being done. The consequence is that they usually have but little money left when the work is finished and if, as frequently happens, they work only a week or two and are then discharged they are in as bad a situation as they were before they went to work, and sometimes worse, if they do not have enough money to get back to the place from which they started. Sanitary and housing conditions in some of the highway and railroad construction camps are detestable, the manner in which the workmen are handled is reprehensible and would not be permitted if generally known and realized.

The people of this state can congratulate themselves on the fact that they have practically no sweat-shop problem with which to deal, as have the Eastern cities, but an investigation of such conditions as just described and others that will be mentioned in the next few paragraphs will reveal to them circumstances of which they doubtless do not now know or, knowing, have not realized the serious character or the extent to which they exist.

The more salubrious climate of the Northwest offers another striking contrast to conditions in the Eastern states, and it is a distinct advantage to the local laborer for here it costs him less for clothes, fuel and similar necessities, while work can, if obtained, be performed in the open almost every day in the year. But it is not alone an advantage to the laboring man—the employer is likewise benefited, for owing to the small variation in our temperature, particularly in Western Washington, workmen retain a higher degree of physical efficiency the year around than do those in a climate where the temperature varies between the extremes of heat and cold, where sunstroke is always threatening during the summer and in the winter so much apparel has to be worn that free movement of a workman's limbs is retarded.

In this and other respects are the influences here most favorable for the promotion of working conditions, far superior to those of any other Eastern state, and yet it frequently happens that in the development of our resources wage-earners are often

subjected to great injustices. This is particularly true in the improvement of vast tracts of orchard lands east of the Cascade mountains, where the country is sparsely settled and the rise and fall in the demand for labor is widely divergent and extremely periodical, but it is also to be noted in the wheat-raising districts of that part of the state, where steady employment of labor exists to only a small degree, the demand rising for a short time during the planting season, and is followed by a period of idleness until harvest time comes around when need for labor rises to its highest point and thousands of men are employed between July and September. Practically the same conditions exist also in the hop fields and the fruit districts, when the crops are ready to be gathered. During these seasons there is an influx of laborers into the communities that is marvelous and invariably the supply is greater than the demand, a condition that is brought about largely by the private employment agencies in the cities and by glowing newspaper reports sent out for that purpose, until at times the abuse of attracting labor into these districts is so flagrant that it cannot be held to be less than criminal.

A case of this kind, one that caused untold misery among the victims, occurred in the Yakima valley and was investigated by the Commissioner of Labor in November, 1913. It occurred on a fruit ranch, owned by eastern capital and operated by a superintendent living on the ground, the property consisting of about 600 acres and being located seventeen miles from North Yakima on the Ellensburg road. The entire tract has been planted to apple trees, then in their first and second year's growth, and to derive revenue during the time required for the trees to come into bearing, the tract had been planted to potatoes and the crop was ready to be harvested about October 1st. To be sure it was all gathered before the wet weather set in, every means was exhausted to attract pickers from all points of the compass, word being sent by the superintendent to hop-pickers in other parts of the county, offering transportation if they would come; orders being given employment agencies to

send people there and the telephone being used to reach others, so that within a few days a moving mass of workers was headed for the potato fields, having been assured there would be plenty of work for all and that they could make from \$3.00 to \$3.50 a day. They were to receive one cent for each five-gallon can of potatoes picked and with a normal yield the average picker might have earned from \$3.00 to \$3.50 a day, but this year the yield was short.

By the time the diggers were ready to start, nearly two hundred people had arrived for work, many of them forming entire families who had traveled 20 to 50 miles by wagon, bringing their tents and cooking utensils with them, while the largest number of pickers needed at any time to keep up with the diggers was only 35 or 40. In spite of this the manager urged the others to stay, assuring them more teams would soon be secured to dig, and promise after promise of this kind was broken until the crowd began to get restless, for many of them had earned only a little more than their expenses in the hop fields and their money was running short, and by October 20th, still waiting for extra diggers, their only hope lay in the possibility of earning sufficient money with which to pay their expenses home. Many of them lived as far away as Seattle, having been attracted to the Yakima valley by the lure of a bountiful harvest and high wages held out by greatly exaggerated newspaper reports published early in the season.

The situation daily became more tense and men and women would station themselves at the ends of rows and wait for the diggers, sometimes for a whole day, only to return the following morning and find that some one had "jumped their claim," and it soon became a wild and bitter scramble for position. The sanitary conditions under which they lived, too, were unspeakable. By the end of the month nearly the entire crowd was penniless, for very few of them had earned more than 80 cents to a dollar a day. Finally thirty of them brought suit against the company for failure to carry out promises of steady work, charging breach of contract and alleging they had been in-

duced to go there by representations held out by the company and had found them false, but the justice before whom the case was heard decided in favor of the company because there was no written contract. The case was brought to the attention of the Labor Commissioner by this trial, when his investigation was made. He was frank in stating that it was the worst case of the exploitation of labor that had been brought to his attention and, as one newspaper report put it, "scored Hunt (the justice who tried the case) for his decision and said he believed the pickers who showed up for work each day were entitled to recover wages for that day at the going wages paid to pickers who were hired by the day."

In an article concerning the case the Yakima Independent said:

"This article is not written with the intent to criticise any employer. Its aim is more to point out the facts of a condition that exists and has existed in this section of the state for a number of years, namely, the oversupply of labor during the harvest season.

"The case against the Virginia-Yakima Orchards Company does not imply this company is alone to blame for this outrage against labor. It is but the culmination of this depressing condition. The people were already here—vast numbers of them. They had been enticed to Yakima from all over Washington and parts of Oregon by unscrupulous employment agencies and exaggerated advertising. Four hundred, which is but a small per cent of the total aggregation, came in one special train from Seattle. They had come here to pick hops, believing they could make from three to four dollars per day and that the work would last all of a month. The newspapers had advertised this and the employment sharks, of course, confirmed the reports.

"But the work did not materialize to this extent. The hop yield was light and the average wage earned was a trifle less than \$2.00 per day, while most of the picking did not last to exceed two weeks. The result of this was that a large number of families were stranded here with but little more than they had when they arrived, and when the potato picking came they quite naturally jumped at the chance."

Naturally, of course, they jumped—and what happened has already been told, from facts gleaned by the Commissioner in his investigation. This is a striking example of what was said at the outset, that in a few instances labor conditions in this state are worse than in any other. While such cases are not

common, they happen frequently enough to demand attention, and this one is referred to here in considerable detail to show that the exploitation of labor is by no means unknown in this state.

HOURS AND WAGES OF LABOR.

No foundation has ever been laid for presenting in logical detail complete statistical information concerning the state's industrial institutions, the Bureau has no special appropriation for this purpose and is consequently limited in its investigations, so the statistics given in the tables published in this report have been gathered during the regular routine of work and compiled during odd moments. The aim, however, has been to make them as accurate as possible, to base them on first-hand information only, and to include in them only such subjects as would be of general interest and the Bureau has not been disposed to gather a mass of figures from every or any source merely to fill up the report without considering their value.

Take the tables presented in this section of the report—they are compiled from figures obtained in a survey of the mills, workshops and factories and the logging industry of the state for the year 1913 and the survey was made by mailing statistical blanks to which a total of 787 firms responded with the information requested. As near as can be ascertained, these figures cover about 67 per cent of the total number of men steadily employed in the industries mentioned, which represent all parts of the state. It is to be regretted that complete returns could not be secured, as the maximum of value of statistics of this kind is only reached when they cover the field completely. This condition is owing to lack of proper legal authority on the part of the Bureau to compel employers to make reports when called upon to do so. A recommendation is therefore made to the legislature that the law be changed in this regard, and that a pen-

alty be added for refusal or neglect to supply the required information.

Under the law as it now stands, the only penalty operating is that one which authorizes the courts to fine the Commissioner of Labor \$500 when convicted of divulging the names of those who furnish the information asked. Upon the Bureau now is placed the duty of gathering such statistics but it is given neither authority nor money with which to do it. The legislature did create the Bureau of Statistics in the Secretary of State's department, but it has made no attempt to gather labor or industrial statistics of this nature, presumably because of the apparent conflict of jurisdiction between the departments. To remedy the situation and to insure that the Department of Labor will be able to do what is requested, the legislature should amend the law in such a way as to enable the Department to obtain complete statistics from every person, firm, corporation and association and providing an adequate penalty for refusal or neglect to give the required information, and should include in the appropriations for this Department a specific sum for this purpose.

One of the significant features of the hours and wages survey is that of 551 firms reporting on that subject 509 prefer American and north European labor, 10 prefer south European labor and 32 prefer Oriental labor, the latter being mostly engaged in fish canning.

HOURS AND WAGES OF LABOR DURING YEAR 1913.

NOTE.—Class A includes American and North European labor;
 Class B includes South European labor;
 Class C includes Oriental labor;
 Class D includes apprentices regardless of nationality.

	Number of men	Hours per day	Wage per day
Sawmills employing over 300 men:			
Skilled labor, Class A.....	220	10	\$3 75
Skilled labor, Class A.....	200	10	2 75
Common labor, Class A.....	420	10	2 50
Common labor, Class A.....	250	10	2 25
Common labor, Class B.....	300	10	2 00
Common labor, Class B.....	50	10	2 25
Common labor, Class C.....	15	10	2 25
Sawmills employing from 200 to 300 men:			
Skilled labor, Class A.....	50	10	5 00
Skilled labor, Class A.....	42	10	4 25
Skilled labor, Class A.....	106	10	3 75
Skilled labor, Class A.....	236	10	3 50
Skilled labor, Class A.....	162	10	3 00
Skilled labor, Class B.....	2	10	3 50
Skilled labor, Class B.....	28	10	3 00
Skilled labor, Class C.....	11	10	3 50
Skilled labor, Class C.....	11	10	3 00
Common labor, Class A.....	150	10	2 75
Common labor, Class A.....	555	10	2 50
Common labor, Class A.....	312	10	2 25
Common labor, Class A.....	178	10	2 00
Common labor, Class B.....	35	10	2 50
Common labor, Class B.....	92	10	2 25
Common labor, Class B.....	80	10	2 00
Common labor, Class C.....	424	10	2 25
Common labor, Class C.....	140	10	2 00
Sawmills employing from 100 to 200 men:			
Skilled labor, Class A.....	40	10	5 00
Skilled labor, Class A.....	40	10	4 75
Skilled labor, Class A.....	46	10	4 50
Skilled labor, Class A.....	30	10	4 25
Skilled labor, Class A.....	226	10	4 00
Skilled labor, Class A.....	235	10	3 75
Skilled labor, Class A.....	364	10	3 50
Skilled labor, Class A.....	288	10	3 25
Skilled labor, Class A.....	182	10	3 00
Skilled labor, Class A.....	244	10	2 75
Skilled labor, Class A.....	271	10	2 50
Skilled labor, Class A.....	25	10	2 25
Skilled labor, Class A.....	94	10	2 00
Skilled labor, Class B.....	2	10	4 75
Skilled labor, Class B.....	1	10	4 00
Skilled labor, Class B.....	2	10	3 75
Skilled labor, Class B.....	10	10	3 50
Skilled labor, Class B.....	1	10	3 25
Skilled labor, Class B.....	2	10	2 75
Skilled labor, Class C.....	2	10	4 50
Common labor, Class A.....	962	10	2 50
Common labor, Class A.....	1,619	10	2 25
Common labor, Class A.....	129	10	2 00
Common labor, Class B.....	107	10	2 50
Common labor, Class B.....	369	10	2 25
Common labor, Class B.....	19	10	2 00
Common labor, Class C.....	104	10	2 50
Common labor, Class C.....	146	10	2 25
Common labor, Class C.....	25	10	2 00

	Number of men	Hours per day	Wage per day
Sawmills employing from 10 to 100 men:			
Skilled labor, Class A.....	14	10	5 00
Skilled labor, Class A.....	12	10	4 50
Skilled labor, Class A.....	44	10	4 25
Skilled labor, Class A.....	80	10	4 00
Skilled labor, Class A.....	8	9	4 00
Skilled labor, Class A.....	150	10	3 75
Skilled labor, Class A.....	162	10	3 50
Skilled labor, Class A.....	268	10	3 25
Skilled labor, Class A.....	6	8	3 25
Skilled labor, Class A.....	290	10	3 00
Skilled labor, Class A.....	40	9	3 00
Skilled labor, Class A.....	86	10	2 75
Skilled labor, Class A.....	25	9	2 75
Skilled labor, Class A.....	110	10	2 50
Skilled labor, Class A.....	107	10	2 25
Skilled labor, Class A.....	18	10	2 00
Skilled labor, Class B.....	1	10	4 25
Skilled labor, Class B.....	1	10	4 00
Skilled labor, Class B.....	1	9	3 75
Skilled labor, Class O.....	1	10	3 75
Skilled labor, Class O.....	1	9	3 75
Skilled labor, Class O.....	8	10	3 25
Skilled labor, Class O.....	27	10	3 00
Common labor, Class A.....	238	10	3 00
Common labor, Class A.....	298	10	2 75
Common labor, Class A.....	4	9	2 75
Common labor, Class A.....	700	10	2 50
Common labor, Class A.....	6	9	2 50
Common labor, Class A.....	416	10	2 25
Common labor, Class A.....	18	9	2 25
Common labor, Class A.....	75	10	2 00
Common labor, Class A.....	20	10	1 75
Common labor, Class B.....	80	10	2 50
Common labor, Class B.....	119	10	2 25
Common labor, Class O.....	18	10	2 50
Common labor, Class O.....	102	10	2 25
Common labor, Class O.....	15	9	2 25
Common labor, Class O.....	20	10	2 00
Sawmills employing 10 men or less:			
Skilled labor, Class A.....	8	10	4 50
Skilled labor, Class A.....	5	10	4 00
Skilled labor, Class A.....	3	10	3 75
Skilled labor, Class A.....	9	10	3 50
Skilled labor, Class A.....	5	9	3 50
Skilled labor, Class A.....	1	8	3 25
Skilled labor, Class A.....	12	10	3 00
Skilled labor, Class A.....	11	10	2 75
Skilled labor, Class A.....	8	8	2 75
Skilled labor, Class A.....	5	10	2 50
Skilled labor, Class A.....	15	10	2 25
Skilled labor, Class A.....	2	8	2 25
Skilled labor, Class A.....	3	10	2 00
Common labor, Class A.....	5	10	3 50
Common labor, Class A.....	8	10	2 75
Common labor, Class A.....	43	10	2 50
Common labor, Class A.....	6	9	2 50
Common labor, Class A.....	13	10	2 25
Common labor, Class A.....	9	9	2 25
Common labor, Class A.....	3	10	2 00
Common labor, Class A.....	1	10	1 75
Common labor, Class O.....	28	10	2 25

	Number of men	Hours per day	Wage per day
Shingle Mills employing from 10 to 100 men:			
Skilled labor, Class A.....	15	10	7 00
Skilled labor, Class A.....	20	10	6 50
Skilled labor, Class A.....	10	10	6 00
Skilled labor, Class A.....	77	10	5 50
Skilled labor, Class A.....	24	10	5 25
Skilled labor, Class A.....	125	10	5 00
Skilled labor, Class A.....	38	10	4 75
Skilled labor, Class A.....	205	10	4 50
Skilled labor, Class A.....	122	10	4 25
Skilled labor, Class A.....	369	10	4 00
Skilled labor, Class A.....	126	10	3 75
Skilled labor, Class A.....	264	10	3 50
Skilled labor, Class A.....	108	10	3 25
Skilled labor, Class A.....	85	10	3 00
Skilled labor, Class A.....	91	10	2 75
Skilled labor, Class A.....	15	10	2 50
Skilled labor, Class B.....	1	10	3 50
Common labor, Class A.....	37	10	4 00
Common labor, Class A.....	14	10	3 75
Common labor, Class A.....	5	10	3 50
Common labor, Class A.....	55	10	3 25
Common labor, Class A.....	169	10	3 00
Common labor, Class A.....	199	10	2 75
Common labor, Class A.....	296	10	2 50
Common labor, Class A.....	65	10	2 25
Common labor, Class A.....	26	10	2 00
Common labor, Class B.....	10	10	2 75
Common labor, Class B.....	3	10	2 50
Common labor, Class O.....	7	10	2 50
Shingle Mills employing 10 men or less:			
Skilled labor, Class A.....	11	10	4 50
Skilled labor, Class A.....	8	10	4 25
Skilled labor, Class A.....	29	10	4 00
Skilled labor, Class A.....	16	10	3 50
Skilled labor, Class A.....	22	10	3 25
Skilled labor, Class A.....	18	10	3 00
Skilled labor, Class A.....	8	10	2 75
Skilled labor, Class A.....	6	10	2 50
Skilled labor, Class B.....	6	10	3 00
Skilled labor, Class B.....	4	10	2 75
Skilled labor, Class B.....	13	10	2 50
Skilled labor, Class B.....	5	10	2 25
Skilled labor, Class B.....	7	10	2 00
Lumber and Shingle Mills employing over 300 men:			
Skilled labor, Class A.....	10	10	5 75
Skilled labor, Class A.....	90	10	5 00
Skilled labor, Class A.....	70	10	4 00
Skilled labor, Class A.....	88	10	3 25
Skilled labor, Class A.....	320	10	2 50
Common labor, Class A.....	200	10	3 75
Common labor, Class A.....	175	10	3 50
Common labor, Class A.....	114	10	2 75
Common labor, Class A.....	16	10	2 00
Common labor, Class B.....	6	10	2 75
Common labor, Class B.....	101	10	2 00
Lumber and Shingle Mills employing from 200 to 300 men:			
Skilled labor, Class A.....	19	10	4 75
Skilled labor, Class A.....	80	10	4 25
Skilled labor, Class A.....	52	10	3 75
Skilled labor, Class A.....	43	10	3 50
Skilled labor, Class A.....	250	10	3 25
Skilled labor, Class B.....	5	10	3 75
Skilled labor, Class C.....	1	10	3 75
Common labor, Class A.....	362	10	2 50
Common labor, Class B.....	6	10	2 50
Common labor, Class O.....	50	10	2 50

	Number of men	Hours per day	Wage per day
Lumber and Shingle Mills employing from 100 to 200 men:			
Skilled labor, Class A.....	30	10	4 50
Skilled labor, Class A.....	188	10	3 75
Skilled labor, Class A.....	115	10	3 50
Skilled labor, Class A.....	142	10	3 25
Skilled labor, Class A.....	28	10	3 00
Skilled labor, Class A.....	105	10	2 50
Skilled labor, Class A.....	90	10	2 25
Skilled labor, Class B.....	2	10	2 25
Skilled labor, Class O.....	42	10	2 25
Common labor, Class A.....	64	10	2 75
Common labor, Class A.....	273	10	2 50
Common labor, Class A.....	265	10	2 25
Common labor, Class A.....	130	10	2 00
Common labor, Class B.....	9	10	2 25
Common labor, Class O.....	20	10	2 50
Common labor, Class O.....	30	10	2 25
Lumber and Shingle Mills employing from 10 to 100 men:			
Skilled labor, Class A.....	12	10	5 00
Skilled labor, Class A.....	40	10	4 50
Skilled labor, Class A.....	13	10	4 25
Skilled labor, Class A.....	16	10	4 00
Skilled labor, Class A.....	64	10	3 50
Skilled labor, Class A.....	116	10	3 25
Skilled labor, Class A.....	27	10	3 00
Skilled labor, Class B.....	1	10	4 50
Skilled labor, Class B.....	1	10	3 50
Skilled labor, Class B.....	9	10	3 25
Common labor, Class A.....	70	10	3 00
Common labor, Class A.....	70	10	2 75
Common labor, Class A.....	25	10	2 50
Common labor, Class A.....	29	10	2 25
Common labor, Class A.....	77	10	2 00
Common labor, Class A.....	75	10	1 75
Common labor, Class B.....	2	10	2 50
Common labor, Class B.....	11	10	2 25
Lumber and Shingle Mills employing 10 men or less:			
Skilled labor, Class A.....	3	10	4 50
Skilled labor, Class A.....	8	10	3 50
Skilled labor, Class A.....	5	10	2 75
Common labor, Class A.....	1	10	3 00
Common labor, Class A.....	2	10	2 50
Common labor, Class A.....	10	10	2 25
Logging Camps employing over 200 men:			
Skilled labor, Class A.....	16	10	4 50
Skilled labor, Class A.....	515	10	3 50
Skilled labor, Class A.....	250	10	3 25
Skilled labor, Class A.....	200	9	3 25
Common labor, Class A.....	12	9	3 25
Common labor, Class A.....	123	10	3 00
Common labor, Class A.....	120	10	2 75
Common labor, Class A.....	60	10	2 50
Common labor, Class A.....	325	10	2 25
Common labor, Class B.....	79	10	3 00
Common labor, Class B.....	65	10	2 75
Common labor, Class B.....	90	10	2 50

	Number of men	Hours per day	Wage per day
Logging Camps employing from 100 to 200 men:			
Skilled labor, Class A.....	53	10	4 25
Skilled labor, Class A.....	35	10	4 00
Skilled labor, Class A.....	320	10	3 25
Skilled labor, Class A.....	305	10	3 00
Skilled labor, Class A.....	135	10	2 50
Common labor, Class A.....	170	10	3 25
Common labor, Class A.....	240	10	3 00
Common labor, Class B.....	15	10	3 00
Logging Camps employing from 10 to 100 men:			
Skilled labor, Class A.....	25	10	4 75
Skilled labor, Class A.....	4	10	4 50
Skilled labor, Class A.....	5	10	4 25
Skilled labor, Class A.....	90	10	4 00
Skilled labor, Class A.....	153	10	3 75
Skilled labor, Class A.....	336	10	3 50
Skilled labor, Class A.....	436	10	3 25
Skilled labor, Class A.....	153	10	3 00
Skilled labor, Class A.....	172	10	2 75
Skilled labor, Class A.....	35	10	2 50
Skilled labor, Class A.....	25	10	2 25
Skilled labor, Class A.....	12	10	2 00
Skilled labor, Class B.....	40	10	3 00
Skilled labor, Class B.....	16	10	2 75
Common labor, Class A.....	85	10	3 50
Common labor, Class A.....	195	10	3 25
Common labor, Class A.....	20	9	3 25
Common labor, Class A.....	223	10	3 00
Common labor, Class A.....	139	10	2 75
Common labor, Class A.....	116	10	2 50
Common labor, Class A.....	99	10	2 25
Common labor, Class A.....	25	10	2 00
Common labor, Class B.....	19	10	3 25
Common labor, Class B.....	10	10	3 00
Common labor, Class B.....	20	10	2 50
Common labor, Class B.....	10	10	2 25
Common labor, Class O.....	12	10	2 25
Logging Camps employing 10 men or less:			
Skilled labor, Class A.....	10	10	3 75
Skilled labor, Class A.....	11	10	3 50
Skilled labor, Class A.....	11	10	3 25
Skilled labor, Class A.....	38	10	3 00
Skilled labor, Class A.....	14	10	2 75
Skilled labor, Class A.....	5	10	2 50
Skilled labor, Class A.....	6	10	2 00
Common labor, Class A.....	7	9	3 50
Common labor, Class A.....	4	9	3 25
Common labor, Class A.....	16	10	3 00
Common labor, Class A.....	2	8	3 00
Common labor, Class A.....	10	10	2 75
Common labor, Class A.....	2	9	2 75
Common labor, Class A.....	11	10	2 50
Common labor, Class A.....	7	10	2 25
Sash and Door Factories employing from 200 to 300 men:			
Skilled labor, Class A.....	120	10	3 00
Common labor, Class A.....	180	10	2 25
Sash and Door Factories employing from 100 to 200 men:			
Skilled labor, Class A.....	35	10	2 50
Common labor, Class A.....	75	10	2 00

	Number of men	Hours per day	Wage per day
Sash and Door Factories employing from			
10 to 100 men:			
Skilled labor, Class A.....	7	10	4 00
Skilled labor, Class A.....	42	10	3 50
Skilled labor, Class A.....	15	10	3 25
Skilled labor, Class A.....	10	9	3 25
Skilled labor, Class A.....	88	10	3 00
Skilled labor, Class A.....	25	9	3 00
Skilled labor, Class A.....	125	10	2 50
Skilled labor, Class B.....	4	10	3 00
Skilled labor, Class B.....	2	10	2 50
Skilled labor, Class D.....	3	10	1 75
Common labor, Class A.....	4	9	2 75
Common labor, Class A.....	51	10	2 50
Common labor, Class A.....	9	10	2 25
Common labor, Class A.....	8	9	2 00
Sash and Door Factories employing 10 men			
or less:			
Skilled labor, Class A.....	5	10	4 00
Skilled labor, Class A.....	5	9	4 00
Skilled labor, Class A.....	7	10	3 75
Skilled labor, Class A.....	6	10	3 50
Skilled labor, Class A.....	6	9	3 50
Skilled labor, Class A.....	9	10	3 00
Skilled labor, Class A.....	8	10	2 75
Common labor, Class A.....	2	10	2 25
Common labor, Class A.....	2	10	2 00
Woodworking Shops employing from			
100 to 200 men:			
Skilled labor, Class A.....	88	10	3 00
Skilled labor, Class D.....	19	10	1 50
Common labor, Class A.....	7	10	2 25
Woodworking Shops employing from			
10 to 100 men:			
Skilled labor, Class A.....	18	10	3 75
Skilled labor, Class A.....	10	10	3 50
Skilled labor, Class A.....	10	10	3 25
Skilled labor, Class A.....	16	9	3 00
Skilled labor, Class A.....	11	9	2 75
Skilled labor, Class A.....	11	9	2 25
Skilled labor, Class D.....	1	9	3 00
Common labor, Class A.....	2	9	3 00
Common labor, Class A.....	4	9	2 75
Common labor, Class A.....	8	10	2 50
Common labor, Class A.....	20	10	2 00
Common labor, Class B.....	7	10	2 00
Common labor, Class O.....	17	10	2 25
Woodworking Shops employing 10 men or less:			
Skilled labor, Class A.....	1	8	4 25
Skilled labor, Class A.....	5	10	4 00
Skilled labor, Class A.....	5	9	4 00
Skilled labor, Class A.....	15	10	3 50
Skilled labor, Class A.....	10	9	3 50
Skilled labor, Class A.....	5	10	3 25
Skilled labor, Class A.....	15	10	3 00
Skilled labor, Class A.....	6	9	3 00
Skilled labor, Class A.....	1	8	3 00
Skilled labor, Class A.....	6	10	2 75
Skilled labor, Class B.....	1	8	4 25
Skilled labor, Class D.....	1	8	2 00
Skilled labor, Class D.....	1	9	1 75
Skilled labor, Class D.....	2	9	1 25
Common labor, Class A.....	2	10	2 25
Common labor, Class A.....	1	10	2 00
Common labor, Class A.....	1	9	3 50
Common labor, Class A.....	1	9	3 00

	Number of men	Hours per day	Wage per day
Box Factories employing from 10 to 100 men:			
Skilled labor, Class A.....	4	10	3 50
Skilled labor, Class A.....	23	10	3 25
Skilled labor, Class A.....	7	10	3 00
Skilled labor, Class A.....	41	10	2 75
Skilled labor, Class B.....	1	10	2 75
Skilled labor, Class C.....	2	10	2 75
Common labor, Class A.....	4	10	2 50
Common labor, Class A.....	36	10	2 25
Common labor, Class A.....	45	10	2 00
Common labor, Class A.....	18	8	2 00
Common labor, Class A.....	16	10	1 75
Common labor, Class B.....	8	10	1 75
Common labor, Class C.....	2	10	2 00
Box Factories employing 10 men or less:			
Skilled labor, Class A.....	3	10	3 00
Common labor, Class A.....	6	10	2 75
Common labor, Class A.....	3	10	2 50
Shipbuilding Shops employing from 10 to 100 men:			
Skilled labor, Class A.....	4	9	4 50
Skilled labor, Class A.....	19	8	4 25
Skilled labor, Class A.....	21	9	4 00
Skilled labor, Class A.....	10	9	3 25
Skilled labor, Class B.....	4	8	4 25
Skilled labor, Class D.....	4	9	1 75
Common labor, Class A.....	11	9	2 50
Common labor, Class A.....	13	9	2 25
Common labor, Class A.....	19	8	2 25
Common labor, Class B.....	2	8	2 25
Common labor, Class C.....	1	8	2 25
Machine Shops employing over 10 men:			
Skilled labor, Class A.....	49	9	4 00
Skilled labor, Class A.....	43	9	3 75
Skilled labor, Class A.....	14	9	3 50
Skilled labor, Class A.....	88	9	3 25
Skilled labor, Class A.....	16	8	3 25
Skilled labor, Class A.....	20	9	2 75
Skilled labor, Class B.....	1	9	3 75
Skilled labor, Class B.....	1	9	3 50
Skilled labor, Class D.....	2	9	3 25
Skilled labor, Class D.....	2	9	2 50
Skilled labor, Class D.....	11	9	1 75
Skilled labor, Class D.....	5	9	1 25
Skilled labor, Class D.....	1	9	1 50
Skilled labor, Class D.....	2	8	1 00
Common labor, Class A.....	14	9	2 75
Common labor, Class A.....	31	9	2 50
Common labor, Class A.....	29	9	2 25
Common labor, Class A.....	16	9	2 00
Common labor, Class B.....	5	8	2 00
Common labor, Class B.....	4	9	2 75
Common labor, Class B.....	1	9	2 25
Common labor, Class B.....	2	9	3 00
Machine Shops employing 10 men or less:			
Skilled labor, Class A.....	3	9	4 50
Skilled labor, Class A.....	9	9	4 25
Skilled labor, Class A.....	11	9	4 00
Skilled labor, Class A.....	1	8	4 00
Skilled labor, Class A.....	1	9	3 75
Skilled labor, Class A.....	4	8	3 75
Skilled labor, Class A.....	19	9	3 50
Skilled labor, Class A.....	5	8	3 50
Skilled labor, Class A.....	11	8	3 50
Skilled labor, Class A.....	2	8	3 25
Skilled labor, Class A.....	6	9	3 00

	Number of men	Hours per day	Wage per day
Machine Shops employing 10 men or less			
—Continued.			
Skilled labor, Class A.....	10	9	2 75
Skilled labor, Class D.....	1	9	2 50
Skilled labor, Class D.....	9	9	2 25
Skilled labor, Class D.....	2	8	2 00
Skilled labor, Class D.....	1	8	1 50
Skilled labor, Class D.....	1	9	1 00
Common labor, Class A.....	8	9	2 50
Common labor, Class A.....	1	9	2 00
Car Repair Shops employing over 200 men:			
Skilled labor, Class A.....	680	9	4 25
Skilled labor, Class A.....	160	9	3 50
Skilled labor, Class A.....	184	9	2 75
Skilled labor, Class B.....	10	9	3 25
Skilled labor, Class O.....	2	9	3 50
Skilled labor, Class D.....	11	9	3 50
Skilled labor, Class D.....	24	9	1 75
Skilled labor, Class D.....	27	9	1 50
Common labor, Class A.....	409	10	2 25
Common labor, Class A.....	182	9	2 25
Common labor, Class A.....	81	10	2 00
Common labor, Class A.....	125	10	1 75
Common labor, Class B.....	79	10	2 25
Common labor, Class B.....	12	9	2 25
Common labor, Class B.....	10	10	1 75
Common labor, Class O.....	41	10	2 25
Common labor, Class O.....	21	9	2 25
Common labor, Class O.....	16	10	2 00
Common labor, Class O.....	7	10	1 75
Car Repair Shops employing from 100 to 200 men:			
Skilled labor, Class A.....	71	10	3 25
Skilled labor, Class D.....	8	10	1 75
Common labor, Class A.....	60	10	2 25
Common labor, Class O.....	7	10	2 25
Car Repair Shops employing from 10 to 100 men:			
Skilled labor, Class A.....	6	9	4 25
Skilled labor, Class A.....	15	9	4 00
Skilled labor, Class A.....	17	10	3 75
Skilled labor, Class A.....	58	10	3 50
Skilled labor, Class A.....	42	9	3 50
Skilled labor, Class A.....	18	10	3 25
Skilled labor, Class A.....	26	9	3 25
Skilled labor, Class A.....	118	9	3 00
Skilled labor, Class B.....	5	10	3 50
Skilled labor, Class D.....	2	9	2 25
Skilled labor, Class D.....	2	9	2 00
Skilled labor, Class D.....	4	9	1 50
Skilled labor, Class D.....	2	9	1 25
Skilled labor, Class D.....	2	9	1 00
Common labor, Class A.....	42	10	2 50
Common labor, Class A.....	39	12	2 25
Common labor, Class A.....	15	10	2 25
Common labor, Class A.....	41	9	2 25
Common labor, Class A.....	4	12	2 00
Common labor, Class A.....	16	9	2 00
Common labor, Class A.....	5	10	1 75
Common labor, Class B.....	7	10	2 50
Common labor, Class B.....	8	9	2 25
Common labor, Class B.....	6	12	2 00
Common labor, Class B.....	2	11	2 00
Common labor, Class O.....	8	12	2 25
Common labor, Class O.....	18	10	2 25
Common labor, Class O.....	4	11	2 00
Common labor, Class O.....	1	10	1 75

	Number of men	Hours per day	Wage per day
Car Repair Shops employing 10 men or less:			
Skilled labor, Class A.....	3	9	4 25
Skilled labor, Class A.....	2	9	4 00
Skilled labor, Class A.....	3	10	3 75
Skilled labor, Class A.....	8	10	3 00
Skilled labor, Class A.....	6	9	3 00
Skilled labor, Class D.....	2	9	1 50
Skilled labor, Class D.....	2	9	1 00
Common labor, Class A.....	3	10	2 50
Common labor, Class A.....	2	9	2 25
Miscellaneous Shops employing from 10 to 100 men:			
Skilled labor, Class A.....	15	9	3 50
Skilled labor, Class D.....	4	9	2 00
Skilled labor, Class D.....	4	9	1 00
Common labor, Class A.....	1	9	2 25
Ornamental Iron and Wire and Sheet Metal Works employing 100 men or less:			
Skilled labor, Class A.....	20	8	5 00
Skilled labor, Class A.....	20	9	3 75
Skilled labor, Class A.....	13	8	3 50
Skilled labor, Class A.....	22	9	3 25
Skilled labor, Class A.....	14	8	3 00
Skilled labor, Class D.....	5	8	2 25
Skilled labor, Class D.....	1	8	0 00
Skilled labor, Class D.....	9	9	1 75
Common labor, Class A.....	20	9	2 50
Common labor, Class A.....	13	8	2 50
Common labor, Class A.....	5	8	2 25
Common labor, Class A.....	30	9	2 00
Common labor, Class A.....	2	8	1 00
Common labor, Class B.....	6	9	2 50
Iron and Steel Plants employing more than 100 men:			
Skilled labor, Class A.....	85	10	4 50
Skilled labor, Class A.....	115	9	4 00
Skilled labor, Class A.....	50	9	3 75
Skilled labor, Class B.....	18	9	4 00
Skilled labor, Class B.....	2	9	3 75
Skilled labor, Class C.....	3	9	4 00
Skilled labor, Class D.....	5	9	2 50
Skilled labor, Class D.....	18	9	1 25
Common labor, Class A.....	87	9	2 50
Common labor, Class A.....	35	10	2 25
Common labor, Class A.....	27	9	2 25
Common labor, Class B.....	8	9	2 50
Common labor, Class B.....	102	10	2 25
Common labor, Class B.....	40	9	2 25
Common labor, Class C.....	25	9	2 25
Iron and Steel Plants employing less than 100 men:			
Skilled labor, Class A.....	21	8	4 00
Skilled labor, Class A.....	30	9	3 75
Skilled labor, Class A.....	8	10	3 50
Skilled labor, Class A.....	20	10	3 25
Skilled labor, Class A.....	45	9	3 00
Skilled labor, Class A.....	6	9	2 50
Skilled labor, Class B.....	5	9	3 00
Common labor, Class A.....	5	9	3 00
Common labor, Class A.....	3	10	2 50
Common labor, Class A.....	30	8	2 50

	Number of men	Hours per day	Wage per day
Smelting and Refining Plant:			
Skilled labor, Class A.....	200	8 and 9	3 50
Skilled labor, Class B.....	8	8 and 9	3 50
Skilled labor, Class D.....	2	9	1 75
Common labor, Class A.....	310	8 and 9	2 50
Common labor, Class B.....	260	8 and 9	2 50
Brick and Tile Plants employing over 100 men:			
Skilled labor, Class A.....	44	10	3 00
Skilled labor, Class B.....	15	10	3 00
Common labor, Class A.....	45	10	2 25
Common labor, Class B.....	115	10	2 25
Brick and Tile Plants employing less than 100 men:			
Skilled labor, Class A.....	6	10	3 75
Skilled labor, Class A.....	3	10	3 50
Skilled labor, Class A.....	14	10	3 25
Skilled labor, Class A.....	5	10	3 00
Skilled labor, Class A.....	5	9½	3 00
Skilled labor, Class B.....	3	10	3 25
Common labor, Class A.....	23	10	2 75
Common labor, Class A.....	42	10	2 50
Common labor, Class A.....	9	9½	2 50
Common labor, Class B.....	58	10	2 50
Breweries and Bottling Works employing more than 10 men:			
Skilled labor, Class A.....	30	8	5 00
Skilled labor, Class A.....	9	8	4 75
Skilled labor, Class A.....	20	9	4 25
Skilled labor, Class A.....	47	8	4 25
Skilled labor, Class A.....	385	8	4 00
Skilled labor, Class A.....	14	8	3 75
Skilled labor, Class A.....	147	8	3 50
Skilled labor, Class B.....	4	8	3 50
Skilled labor, Class D.....	2	8	2 50
Skilled labor, Class D.....	2	8	2 25
Skilled labor, Class D.....	5	8	2 00
Skilled labor, Class D.....	1	8	0 00
Common labor, Class A.....	16	8	3 50
Common labor, Class A.....	12	9	3 00
Common labor, Class A.....	32	8	3 00
Common labor, Class A.....	1	8	2 50
Breweries and Bottling Works employing 10 men or less:			
Skilled labor, Class A.....	2	9	4 50
Skilled labor, Class A.....	3	8	4 00
Skilled labor, Class A.....	9	10	3 50
Skilled labor, Class A.....	8	8	3 50
Skilled labor, Class A.....	4	10	3 00
Common labor, Class A.....	4	9	2 75
Fish Canneries employing over 200 men:			
Skilled labor, Class A.....	56	10	5 00
Skilled labor, Class A.....	35	10	3 25
Skilled labor, Class A.....	78	10	2 25
Skilled labor, Class C.....	34	10	2 75
Common labor, Class A.....	440	10	2 50
Common labor, Class A.....	75	10	2 25
Common labor, Class B.....	26	10	2 50
Common labor, Class C.....	408	10	2 50
Common labor, Class C.....	79	10	2 25

	Number of men	Hours per day	Wage per day
Fish Canneries employing from 100 to 200 men:			
Skilled labor, Class A.....	10	10	5 00
Skilled labor, Class A.....	4	10	3 75
Skilled labor, Class A.....	15	10	3 25
Skilled labor, Class A.....	5	10	2 50
Common labor, Class A.....	332	10	3 00
Common labor, Class A.....	52	10	2 25
Common labor, Class A.....	60	10	1 75
Common labor, Class B.....	29	10	2 25
Common labor, Class C.....	88	10	3 00
Common labor, Class C.....	79	10	2 25
Common labor, Class C.....	44	10	1 75
Fish Canneries employing from 10 to 100 men:			
Skilled labor, Class A.....	1	10	6 00
Skilled labor, Class A.....	1	10	4 00
Skilled labor, Class A.....	7	8	3 75
Skilled labor, Class A.....	2	10	3 50
Skilled labor, Class A.....	7	8	3 50
Skilled labor, Class A.....	4	10	3 25
Skilled labor, Class A.....	5	9	3 25
Skilled labor, Class A.....	69	10	3 00
Skilled labor, Class A.....	6	8	3 00
Skilled labor, Class A.....	13	10	2 75
Skilled labor, Class A.....	1	10	2 50
Skilled labor, Class A.....	4	10½	2 25
Skilled labor, Class B.....	1	10	2 75
Skilled labor, Class C.....	6	8	3 50
Skilled labor, Class C.....	15	10½	2 25
Common labor, Class A.....	2	8	3 00
Common labor, Class A.....	29	10	2 75
Common labor, Class A.....	41	10	2 50
Common labor, Class A.....	2	8	2 50
Common labor, Class A.....	67	10	2 00
Common labor, Class A.....	1	9	2 00
Common labor, Class A.....	9	10	1 75
Common labor, Class B.....	4	8	3 00
Common labor, Class B.....	29	10	2 75
Common labor, Class B.....	2	10	2 25
Common labor, Class B.....	1	8	2 25
Common labor, Class B.....	4	10	2 00
Common labor, Class C.....	21	10	2 50
Common labor, Class C.....	20	8	2 50
Common labor, Class C.....	199	10	2 25
Common labor, Class C.....	8	10½	2 00
Common labor, Class C.....	15	10	2 00
Common labor, Class C.....	45	9	2 00
Common labor, Class C.....	39	10	1 75
Fish Canneries employing 10 men or less:			
Skilled labor, Class A.....	8	10	3 00
Skilled labor, Class A.....	3	10	2 50
Common labor, Class A.....	9	10	2 50

NOTE.—The foregoing tables on fish canneries include only the number of men employed steadily the year around and do not include Oriental contract labor or other white labor employed during the canning season, of which figures were not obtainable at the time this canvass was made.

Flour and Feed Mills employing more than 10 men:

Skilled labor, Class A.....	23	10	4 75
Skilled labor, Class A.....	10	9	4 50
Skilled labor, Class A.....	13	8	4 25
Skilled labor, Class A.....	4	10	4 00
Skilled labor, Class A.....	2	12	3 75
Skilled labor, Class A.....	2	11	3 75
Skilled labor, Class A.....	24	11	3 50
Skilled labor, Class A.....	23	10	3 50

	Number of men	Hours per day	Wage per day
Flour and Feed Mills employing more than 10 men—Continued.			
Skilled labor, Class A.....	22	8	3 50
Skilled labor, Class A.....	12	10	3 25
Skilled labor, Class A.....	16	12	3 00
Skilled labor, Class A.....	6	11	3 00
Skilled labor, Class A.....	18	10	3 00
Skilled labor, Class A.....	5	11	2 75
Skilled labor, Class A.....	23	10	2 50
Skilled labor, Class A.....	34	9	2 50
Skilled labor, Class B.....	1	11	3 75
Common labor, Class A.....	33	10	3 00
Common labor, Class A.....	61	10	2 75
Common labor, Class A.....	125	8	2 75
Common labor, Class A.....	215	10	2 50
Common labor, Class A.....	26	9	2 50
Common labor, Class A.....	23	10	2 25
Common labor, Class A.....	18	10	2 00
Common labor, Class B.....	6	10	2 50
Flour and Feed Mills employing 10 men or less:			
Skilled labor, Class A.....	1	10	5 00
Skilled labor, Class A.....	2	10	4 75
Skilled labor, Class A.....	11	10	4 00
Skilled labor, Class A.....	2	11	3 50
Skilled labor, Class A.....	9	10	3 50
Skilled labor, Class A.....	5	10	3 25
Skilled labor, Class A.....	3	12	3 00
Skilled labor, Class A.....	7	10	3 00
Common labor, Class A.....	4	10	3 00
Common labor, Class A.....	16	10	2 75
Common labor, Class A.....	35	10	2 50
Common labor, Class A.....	1	8	2 50
Common labor, Class A.....	10	12	2 25
Common labor, Class A.....	2	10	2 25
Common labor, Class A.....	2	10	2 00
Miscellaneous Food Stuffs Factories employing more than 10 men:			
Skilled labor, Class A.....	66	10	3 50
Skilled labor, Class A.....	16	8	3 25
Skilled labor, Class A.....	47	10	2 75
Skilled labor, Class A.....	31	9	2 50
Skilled labor, Class A.....	10	9	2 25
Skilled labor, Class B.....	8	10	2 75
Skilled labor, Class D.....	4	10	1 75
Common labor, Class A.....	43	10	3 00
Common labor, Class A.....	21	10	2 75
Common labor, Class A.....	2	10	2 50
Common labor, Class A.....	34	8	2 50
Common labor, Class A.....	230	10	2 25
Common labor, Class A.....	23	9	2 00
Common labor, Class B.....	45	10	2 25
Common labor, Class B.....	1	9	2 00
Common labor, Class C.....	9	10	2 25
Leather Goods Manufacturers employing more than 10 men:			
Skilled labor, Class A.....	22	10	3 50
Skilled labor, Class A.....	23	9	2 75
Skilled labor, Class A.....	65	9	2 50
Skilled labor, Class A.....	32	10	2 25
Skilled labor, Class B.....	5	10	2 25
Skilled labor, Class D.....	2	9	1 25

	Number of men	Hours per day	Wage per day
Furniture and Mattress Manufacturers employ- ing less than 100 men:			
Skilled labor, Class A.....	32	10	4 00
Skilled labor, Class A.....	45	9	3 50
Skilled labor, Class A.....	20	10	3 25
Skilled labor, Class A.....	31	10	3 00
Skilled labor, Class A.....	7	8	3 00
Skilled labor, Class A.....	47	10	2 75
Skilled labor, Class A.....	12	9	2 75
Skilled labor, Class B.....	1	9	3 50
Skilled labor, Class B.....	2	10	2 75
Skilled labor, Class B.....	1	9	2 75
Skilled labor, Class D.....	2	9	2 00
Common labor, Class A.....	7	10	2 75
Common labor, Class A.....	26	10	2 50
Common labor, Class A.....	71	10	2 00
Common labor, Class A.....	3	9	2 00
Common labor, Class A.....	10	10	1 50
Common labor, Class B.....	1	10	2 50
Common labor, Class B.....	3	10	2 00
Common labor, Class C.....	1	10	2 75
Machinery Manufacturers employing less than 100 men:			
Skilled labor, Class A.....	65	9	4 00
Skilled labor, Class A.....	69	9	3 75
Skilled labor, Class A.....	18	9	3 50
Skilled labor, Class A.....	2	9	3 25
Skilled labor, Class A.....	14	10	3 00
Skilled labor, Class A.....	10	9	3 00
Skilled labor, Class A.....	10	8	3 00
Skilled labor, Class A.....	36	8	2 75
Skilled labor, Class D.....	6	9	1 75
Skilled labor, Class D.....	3	9	1 50
Skilled labor, Class D.....	18	9	1 25
Common labor, Class A.....	34	9	2 50
Common labor, Class A.....	10	9	2 25
Miscellaneous Manufacturers employing more than 100 men:			
Skilled labor, Class A.....	80	9	4 75
Skilled labor, Class A.....	19	11	3 75
Skilled labor, Class A.....	62	10	3 75
Skilled labor, Class A.....	25	10	3 50
Skilled labor, Class A.....	130	10½	3 25
Skilled labor, Class A.....	136	10	3 25
Skilled labor, Class A.....	178	9	3 25
Skilled labor, Class B.....	4	11	3 75
Skilled labor, Class B.....	2	10	3 75
Skilled labor, Class B.....	1	10½	3 25
Skilled labor, Class C.....	3	10	3 50
Skilled labor, Class D.....	1	10	2 25
Skilled labor, Class D.....	8	9	1 50
Common labor, Class A.....	40	11	2 75
Common labor, Class A.....	39	9	2 75
Common labor, Class A.....	66	11	2 50
Common labor, Class A.....	48	10½	2 50
Common labor, Class A.....	46	10	2 50
Common labor, Class A.....	60	10	2 25
Common labor, Class A.....	273	9	2 00
Common labor, Class B.....	70	11	2 75
Common labor, Class B.....	162	9	2 00
Common labor, Class D.....	8	9	2 75
Common labor, Class D.....	30	10	2 25

	Number of men	Hours per day	Wage per day
Miscellaneous Manufacturers employing from 10 to 100 men:			
Skilled labor, Class A.....	15	8½	5 50
Skilled labor, Class A.....	4	10	4 75
Skilled labor, Class A.....	13	12	4 25
Skilled labor, Class A.....	10	10	4 00
Skilled labor, Class A.....	15	9	4 00
Skilled labor, Class A.....	4	9	3 75
Skilled labor, Class A.....	16	8	3 50
Skilled labor, Class A.....	11	9	3 25
Skilled labor, Class A.....	18	9	3 00
Skilled labor, Class A.....	11	9	2 50
Skilled labor, Class D.....	2	9	1 25
Common labor, Class A.....	12	10	2 75
Common labor, Class A.....	19	12	2 50
Common labor, Class A.....	9	10	2 50
Common labor, Class A.....	4	9	2 50
Common labor, Class A.....	10	9	2 25
Common labor, Class A.....	51	9	2 00
Common labor, Class A.....	35	10	1 50
Common labor, Class A.....	8	8	1 50
Common labor, Class B.....	6	10	2 75
Common labor, Class B.....	45	12	2 50
Common labor, Class B.....	25	11	2 50
Miscellaneous Manufacturers employing 10 men or less:			
Skilled labor, Class A.....	2	8	4 25
Skilled labor, Class A.....	3	9	3 50
Skilled labor, Class A.....	14	9	3 00
Skilled labor, Class A.....	4	8	3 00
Skilled labor, Class D.....	1	9	1 00
Common labor, Class A.....	9	8	2 75
Common labor, Class A.....	4	10	2 50
Common labor, Class A.....	1	9	1 75
Common labor, Class A.....	3	9	1 50
Common labor, Class C.....	1	9	1 50

SUMMARY OF HOURS AND WAGES IN LUMBER MANUFACTURING INDUSTRY.

<i>Number of men.</i>	<i>Hours per day.</i>	<i>Wage per day.</i>
15	10	\$7 00
20	10	6 50
10	10	6 00
10	10	5 75
77	10	5 50
24	10	5 25
341	10	5 00
99	10	4 75
358	10	4 50
341	10	4 25
831	10	4 00
1,263	10	3 75
1,553	10	3 50
1,370	10	3 25
1,344	10	3 00
1,570	10	2 75
4,940	10	2 50
4,680	10	2 25
1,441	10	2 00
96	10	1 75
8	9	4 00
2	9	3 75
5	9	3 50
40	9	3 00
29	9	2 75
12	9	2 50
42	9	2 25
7	8	3 25
8	8	2 75
2	8	2 25

 20,538

SUMMARY OF HOURS AND WAGES IN LOGGING INDUSTRY.

<i>Number of men.</i>	<i>Hours per day.</i>	<i>Wage per day.</i>
25	10	\$4 75
20	10	4 50
58	10	4 25
115	10	4 00
166	10	3 75
947	10	3 50
1,401	10	3 25
1,255	10	3 00
535	10	2 75
472	10	2 50
468	10	2 25
43	10	2 00
7	9	3 50
236	9	3 25
2	9	2 75
2	8	3 00

 5,752

SUMMARY OF HOURS AND WAGES IN ALL INDUSTRIES.

The following table is a summary of the hours and wages of 40,567 workmen steadily employed in the different industries included in the preceding tables:

12 hours	11 hours	10½ hours	10 hours	9½ hours	9 hours	8½ hours	8 hours	Total men	Wage per day
.....	.....	.....	15	.....	.....	.....	.....	15	\$7 00
.....	.....	.....	20	.....	.....	.....	.....	20	6 50
.....	.....	.....	11	.....	.....	.....	.....	11	6 00
.....	.....	.....	10	.....	.....	.....	.....	10	5 75
.....	.....	.....	77	.....	.....	15	.....	92	5 50
.....	.....	.....	24	.....	.....	.....	.....	24	5 25
.....	.....	.....	408	.....	.....	.....	50	458	5 00
.....	.....	.....	153	.....	80	.....	9	242	4 75
.....	.....	.....	468	.....	19	.....	.....	482	4 50
13	.....	.....	390	.....	605	.....	87	1,164	4 25
.....	.....	.....	1,021	.....	332	.....	410	1,763	4 00
2	26	.....	1,548	.....	221	.....	25	1,822	3 75
.....	26	.....	2,305	.....	300	213	250	3,654	3 50
.....	.....	121	3,177	.....	600	.....	41	3,399	3 25
19	6	.....	3,649	5	330	.....	32	4,061	3 00
.....	115	.....	2,531	.....	313	.....	173	3,142	2 75
64	91	48	7,111	9	397	570	109	8,399	2 50
57	.....	19	7,332	.....	406	.....	37	7,961	2 25
10	6	8	1,913	.....	645	.....	20	2,608	2 00
.....	.....	.....	425	.....	53	.....	.....	433	1 75
.....	.....	.....	64	.....	49	.....	9	122	1 50
.....	.....	.....	.....	.....	49	.....	.....	49	1 25
.....	.....	.....	.....	.....	10	.....	.....	14	1 00
.....	.....	.....	.....	.....	.....	.....	2	2	0 00
165	270	195	33,176	14	4,629	798	1,319	40,567	.....

A summary of these figures show that out of the 40,567 men included in the preceding tables 33,176 men, or nearly eighty-two per cent, work ten hours a day, 4,629 men, or eleven per cent, work nine hours a day, and 1,319 men, or three per cent, work eight hours a day. The 165 men shown as working twelve hours are mostly engineers, firemen and night-watchmen.

The wage per day varies from the apprentices who work without pay and those who receive a small wage of from \$1.00 to \$1.75 per day and to \$2.50 per day in trades, such as machinists, to the skilled and experienced workmen receiving from \$5.75 to \$7.00 per day, the majority of the latter being shingle weavers.

A comparison of the wages with the hours shows that the highest number of men receiving any one wage is 8,399, or twenty per cent, at \$2.50 per day. Out of these 8,399 men, 7,111, or seventeen per cent of all men reported, work ten hours a day, 570 work eight and a half hours a day, 397 work nine hours a day, while 109 work eight hours a day.

A daily wage of \$2.25 ranks second and covers 7,961 men, or nineteen per cent of the total number reported, out of which 7,352 men, or eighteen per cent of the total, work ten hours a day, 496 men work nine hours a day and but 37 men work eight hours a day. A wage of \$3.00 per day ranks third, covering 4,091 men, or ten per cent of the total number.

A comparison of the hours with the wages shows that out of the 33,176 men working ten hours a day, the highest number receiving any one wage is 7,352 at \$2.25 per day. Out of the 4,629 men working nine hours a day 665 receive \$4.25 per day and 645 receive \$2.00 per day. Out of the 1,319 men working eight hours a day 410 receive \$4.00 per day.

FLUCTUATION OF EMPLOYMENT.

The following table shows a segregation of employment in the different industries, giving the lowest and highest number of men employed during the year 1913:

SUMMARY SHOWING NUMBER OF MEN, ACCORDING TO CLASSIFICATION, EMPLOYED IN THE DIFFERENT INDUSTRIES.

INDUSTRY	A American and North Euro- pean labor	B South Euro- pean labor	O Oriental labor	D Appr'n- tices regard- less of nation- ality
Lumber manufacturing	18,066	1,224	1,248	.....
Logging	5,376	364	12	.....
Sash and door factories.....	844	6	.....	3
Woodworking shops	277	8	17	24
Box factories	201	4	4	.....
Shipbuilding shops	97	6	1	4
Machine shops	408	9	.....	37
Car repair shops.....	2,336	189	125	81
Miscellaneous shops	16	.....	.....	8
Ornamental iron and wire works, etc.....	159	6	.....	15
Iron and steel plants.....	573	175	28	23
Smelting and refining plants.....	510	268	.....	2
Brick and tile plants.....	201	186	.....	.....
Breweries and bottling works.....	743	4	.....	10
Fish canneries	1,448	96	1,095	.....
Flour and feed mills.....	848	7	.....	.....
Miscellaneous food stuffs factories.....	528	54	9	4
Leather goods manufacturers.....	142	5	.....	2
Furniture and mattress manufacturers.....	311	8	1	2
Machinery manufacturers	267	.....	.....	27
Miscellaneous manufacturers	1,496	315	4	50
Totals.....	34,847	2,884	2,544	292

INDUSTRY	Number regularly employed	Highest number employed	Number employed intermittently
Lumber manufacturing	20,588	24,292	3,754
Logging	5,752	6,976	1,224
Sash and door factories	858	1,250	367
Woodworking shops	326	412	86
Box factories	209	366	157
Shipbuilding shops	108	386	278
Machine shops	454	770	316
Car repair shops	2,681	3,069	378
Miscellaneous shops	24	61	37
Ornamental iron and wire works, etc.	180	292	112
Iron and steel plants	799	1,085	236
Smelting and refining plants	780	1,280	450
Brick and tile plants	387	451	64
Breweries and bottling works	757	945	183
Fish canneries	2,639	4,141	1,502
Flour and feed mills	855	1,267	412
Miscellaneous food stuffs factories	506	672	77
Leather goods manufacturers	149	168	19
Furniture and mattress manufacturers	322	419	97
Machinery manufacturers	294	520	226
Miscellaneous manufacturers	1,865	2,368	503
Totals	40,587	51,080	10,513

The important feature shown by the above table is the fact that 10,513 men, or a surplus of 23 per cent, are required in these industries to care for extra and periodical work mostly caused by the seasons and fluctuations of trade. These men, constituting about one-fifth of the total number employed, make a transient mass of workmen who constantly patronize the employment agencies and form this state's "army of the unemployed."

Interesting figures on the occupations of the workers of Washington, bringing out the feature that from 1900 to 1910 the number of employed in this state more than doubled, are contained in a report recently issued by Director William J. Harris of the Federal Census Bureau, based on the 1910 census, which is the latest information available on the subject, and in part is as follows:

The gainful workers formed 45.7 per cent of the total population of the state (1,141,990) and 55.9 per cent of the population 10 years of age and over (933,556). In 1900 the 225,387 gainful workers of the state formed 43.5 per cent of the total population and 55.2 per cent of the population 10 years of age and over.

The male gainful workers in 1910 numbered 455,375, or 82.4 per cent of all males 10 years of age and over, as compared with 204,606, or

82.4 per cent, in 1900. The female gainful workers in 1910 numbered 66,126, or 17.4 per cent of all females 10 years of age and over, as compared with 20,781, or 13 per cent, in 1900.

The 521,501 gainful workers in 1910 were distributed among the main branches of occupations as follows: Agriculture, forestry, and animal husbandry, 124,872, or 23.9 per cent; extraction of minerals, 11,403, or 2.2 per cent; manufacturing and mechanical industries, 150,175, or 28.8 per cent; transportation, 60,525, or 11.6 per cent; trade, 56,923, or 10.9 per cent; public service, 11,393, or 2.2 per cent; professional service, 29,364, or 5.6 per cent; domestic and personal service, 51,736, or 9.9 per cent; and clerical occupations, 25,110, or 4.8 per cent.

Of the gainful workers in 1910, 455,375, or 87.3 per cent, were males and 66,126, or 12.7 per cent, females. In agriculture, forestry, and animal husbandry the males numbered 121,311, or 97.1 per cent, and the females 3,561, or 2.9 per cent. Practically all—11,394, or 99.9 per cent—of the persons engaged in the extraction of minerals were males. In manufacturing and mechanical industries 140,893, or 93.8 per cent, of the workers were males and 9,282, or 6.2 per cent, females. Males constituted 97 per cent of the 60,525 persons engaged in transportation, 89.4 per cent of the 56,923 persons engaged in trade, and 97.7 per cent of the 11,393 persons engaged in public service. In professional service, 17,933, or 61.1 per cent, of the workers were males and 11,431, or 38.9 per cent, females, a large proportion of the females being school teachers. In domestic and personal service, 26,357, or 50.9 per cent, of the workers were males and 25,379, or 49.1 per cent, females. Of the persons pursuing clerical occupations, 16,791, or 66.9 per cent, were males and 8,319, or 33.1 per cent, females.

Of the 455,375 gainfully occupied males in 1910, 205,630 were native whites of native parentage, 85,770 native whites of foreign or mixed parentage, 145,726 foreign-born whites, 3,103 negroes, and 15,146 other colored. The proportion which the gainfully occupied males formed of all the males 10 years of age and over in each principal class of the population was: For native whites of native parentage, 79 per cent; for native whites of foreign or mixed parentage, 75.5 per cent; for foreign-born whites, 92.5 per cent; and for negroes, 89.3 per cent.

Of the 66,126 gainfully occupied females in 1910, 32,294 were native whites of native parentage, 18,900 native whites of foreign or mixed parentage, 13,359 foreign-born whites, 776 negroes, and 797 other colored. The proportion which the gainfully occupied females formed of all the females 10 years of age and over in each principal class of the population was: For native whites of native parentage, 16.2 per cent; for native whites of foreign or mixed parentage, 19.6 per cent; for foreign-born whites, 17.3 per cent; and for negroes, 38 per cent.

The gainfully occupied males in 1910 were distributed, according to age periods as follows: 10 to 13 years, 1,127; 14 to 15 years, 3,297; 16 to 20 years, 39,066; 21 to 44 years and age unknown, 298,424; and 45 years and over, 113,461. The proportion which the gainfully occupied

males formed of all males in each age period was: For those 10 to 13 years of age, 3 per cent; for those 14 to 15 years of age, 17.3 per cent; for those 16 to 20 years of age, 71.2 per cent; for those 21 to 44 years of age, 95.8 per cent—that is, all but 4 men in every 100 had gainful occupations; and for those 45 years of age and over 87.4 per cent.

The gainfully occupied females in 1910 were distributed, according to age periods as follows: 10 to 13 years, 158; 14 to 15 years, 884; 16 to 20 years, 13,524; 21 to 44 years and age unknown, 41,712; and 45 years and over, 9,848. The proportion which the gainfully occupied females formed of all females in each age period was: For those 10 to 13 years of age, 0.4 per cent; for those 14 to 15 years of age, 4.8 per cent; for those 16 to 20 years of age, 28 per cent; for those 21 to 44 years of age, 21.3 per cent; and for those 45 years of age and over, 12 per cent.

In Washington in 1910 there were 4,424 males and 1,042 females 10 to 15 years of age engaged in gainful occupations; or, stated otherwise, 7.8 per cent of the males and 1.9 per cent of the females 10 to 15 years of age were gainful workers. In 1900 there were 2,807 males and 578 females 10 to 15 years of age engaged in gainful occupations, which was 9.8 per cent of all males and 2 per cent of all females 10 to 15 years of age.

The principal occupations followed by the males and the females, respectively, in Washington in 1910 were as follows:

MALES.

Agents, canvassers, and collectors.....	1,863
Barbers, hairdressers, and manicurists.....	3,014
Bartenders.....	2,346
Blacksmiths.....	3,772
Bookkeepers, cashiers, and accountants.....	5,733
Brakemen.....	1,785
Brick and stone masons.....	2,114
Builders and building contractors.....	5,090
Carpenters.....	19,464
Civil engineers and surveyors.....	2,794
Clergymen.....	1,538
Clerks (except clerks in stores).....	7,574
Clerks in stores.....	4,169
Coal-mine operatives.....	6,359
Commercial travelers.....	2,015
Compositors, linotypers, and typesetters.....	1,640
Dairy farmers.....	1,945
Deliverymen.....	3,106
Draymen, teamsters, and expressmen.....	9,033
Electricians and electrical engineers.....	3,159
Engineers (stationary).....	7,637
Farm laborers.....	34,457
Farmers.....	45,533
Firemen (except locomotive and fire department)..	2,051
Fishermen and oystermen.....	3,643
Foremen and overseers (manufacturing).....	1,858
Foremen and overseers (railroad transportation)..	1,509
Fruit growers and nurserymen.....	3,940

Gardeners	1,790
Gold and silver mine operatives.....	1,941
Laborers:	
General and not specified.....	21,931
Road and street building and repairing.....	7,059
Saw and planing mills.....	16,908
Steam railroad	15,269
Lawyers, judges, and justices.....	2,480
Locomotive engineers	2,325
Locomotive firemen	1,600
Lumbermen and raftsmen.....	19,508
Machinists and millwrights.....	5,089
Manufacturers and officials.....	3,840
Painters, glaziers, and varnishers (building).....	3,881
Physicians and surgeons.....	1,993
Plumbers and gas and steam fitters.....	2,593
Real estate agents and officials.....	5,338
Retail dealers	16,515
Sailors and deck hands.....	2,906
Salesmen (stores)	11,280
Sawyers	3,203
Semi-skilled operatives—saw and planing mills....	6,174
Servants	7,332
Soldiers, sailors, and marines.....	4,608
Tailors	1,733
Teachers (school)	1,874
Walters	2,393

FEMALES.

Actors	308
Artists, sculptors, and teachers of art.....	314
Barbers, hairdressers, and manicurists.....	468
Boarding and lodging house keepers.....	2,623
Bookkeepers, cashiers, and accountants.....	2,725
Clerks (except clerks in stores).....	1,069
Clerks in stores.....	1,588
Dressmakers and seamstresses (not in factory)....	4,491
Farm laborers	1,121
Farmers and dairy farmers.....	1,817
Hotel keepers and managers.....	593
Housekeepers and stewardesses.....	2,367
Laundresses (not in laundry).....	1,288
Laundry operatives	1,555
Midwives and nurses (not trained).....	1,805
Milliners and millinery dealers.....	1,775
Musicians and teachers of music.....	1,389
Retail dealers	622
Saleswomen (stores)	3,371
Semi-skilled operatives—candy factories.....	227
Servants	11,847
Sewers and sewing-machine operators (factory)....	384
Stenographers and typewriters.....	4,298
Tailoresses	365
Teachers (school)	6,665
Telephone operators	1,550
Trained nurses	1,455
Waitresses	2,315

COST OF LIVING.

With the idea of providing a guide to housewives who had never gone into such details, an annual budget showing the relation of the different expenses of a family of five of moderate means has been prepared, based upon figures obtained from different parts of the state during May, 1914. The amounts of foodstuffs shown were based on the results of a governmental investigation covering 2,567 families, modified to suit conditions here. The selections were necessarily arbitrary, though they were not determined until careful study had been given each item. To ascertain prices, blanks were sent to retail dealers all over the state asking for quotations on fifty articles of food and on fuel, and these were then compiled into the table reproduced herewith. This budget was intended to be liberal and proper economy should show a reduction, particularly because the prices upon which it was based contemplated purchases in small quantities. Rent, clothing, light, gas, water, taxes, insurance and a host of incidental expenses are not included in the estimate, but it is confined entirely to the cost of foodstuffs and of fuel.

A complete analysis will undoubtedly produce considerable variations in the deductions that might otherwise be drawn from this budget, as the single item of fuel, included there, makes it appear that Spokane is the most expensive city in the state and Eastern Washington the most expensive section, in which to live, though the budget of foodstuffs is really cheaper. Yet this is a most important item in the cost of living, and while the table presumes that the same amount of fuel would be used in Eastern Washington as in the milder climate of the western part of the state, the difference thus shown indicates that if the proper distinction in amounts had been made, this item would be shown a greater fluctuation.

Table No. 1.—TABLE SHOWING THE COST OF FOODSTUFFS FOR A FAMILY OF FIVE.

QUANTITY AND ARTICLE	Seattle	Tacoma	Spokane	Sections of the State Exclusive of the Three Cities		
				Southwest'm		Eastern
				\$14 04	\$14 04	\$15 60
260 lbs. Sugar, Granulated cane.....	\$13 00	\$12 48	\$14 04	18 69	19 18	18 96
14 sacks Flour, Fancy Patent, 49-lb. sack.....	19 08	19 60	19 08	67	65	71
2 sacks Corn Meal, per 10-lb. sack.....	65	70	68	3 60	3 45	3 75
75 lbs. Rolled Oats, bulk.....	3 56	3 75	3 25	7 30	6 80	7 84
8 cwt. Potatoes, white.....	9 00	8 80	5 56	1 88	1 83	2 00
25 lbs. Beans, Navy.....	1 85	1 67	1 75	1 40	1 56	1 40
26 lbs. Onions, dry.....	1 69	1 69	1 56	91	1 02	1 08
12 lbs. Barley, Pearl.....	84	88	1 02	76	80	90
10 lbs. Split Peas.....	70	75	85	1 54	1 63	1 71
22 lbs. Rice, Japan.....	1 41	1 65	1 71	25 87	27 20	26 40
80 lbs. Butter, Creamery.....	25 00	25 87	26 80	7 00	7 25	6 70
25 lbs. Butter, Ranch.....	6 88	7 19	6 67	2 82	3 00	3 00
30 lbs. Soda Crackers.....	3 00	3 00	2 70	18 67	17 07	14 40
80 doz. Eggs, fresh.....	19 52	20 00	20 00	11 54	11 10	11 47
74 lbs. Lard.....	11 66	12 08	11 10	34	39	38
4 lbs. Macaroni.....	36	41	39	5 33	5 20	5 08
20 lbs. Cheese, American.....	5 00	5 30	5 25	2 14	2 04	2 28
6 lbs. Cheese, Imp. Swiss.....	2 18	2 10	2 20	1 26	1 41	1 44
12 lbs. Raisins, Seedless.....	1 29	1 26	1 27	2 20	2 45	2 40
20 lbs. Dried Prunes.....	2 40	2 20	2 35	2 21	2 28	2 59
8 doz. Lemons.....	1 92	1 92	2 30	1 97	1 82	2 13
3 gals. Syrup, Corn.....	1 80	1 60	2 23	1 86	1 95	1 70
10 lbs. Comb Honey.....	1 94	1 95	1 90	2 15	1 73	2 28
3 gals. Pickles, sour.....	1 65	2 00	1 61	1 06	1 17	1 14
3 gals. Vinegar, cider.....	1 39	1 00	1 16	2 52	2 48	2 43
18 cans Canned Tomatoes, No. 3.....	2 70	2 88	2 70	2 20	2 46	2 64
22 cans Canned Corn, No. 2.....	2 24	2 42	2 82	2 70	2 70	2 60
20 cans Canned Peas, No. 2.....	2 60	3 03	2 80	1 17	1 19	1 22
9 cans Canned Beans, No. 2.....	1 24	1 29	1 26	27	27	28
3 lbs. Baking Soda.....	25	29	30			

Table No. 1.—TABLE SHOWING THE COST OF FOODSTUFFS FOR A FAMILY OF FIVE.—Concluded.

QUANTITY AND ARTICLE	Seattle	Tacoma	Spokane	Sections of the State Exclusive of the Three Cities		
				Southwest'm	Northwestern	Eastern
9 lbs. Baking Powder, Cream Tartar.....	\$4 05	\$3 45	\$4 05	\$4 19	\$4 46	\$4 46
5 cans Canned Oysters, No. 2.....	1 22	1 00	1 19	1 24	1 01	1 22
5 cans Canned Clams, No. 1.....	69	71	69	72	73	89
24 lbs. Canned Salmon, No. 1.....	3 90	4 00	4 80	3 94	3 84	4 80
12 lbs. Corn Starch.....	1 06	1 20	1 20	1 04	1 08	1 08
50 lbs. Carrots.....	59	56	59	63	75	97
35 lbs. Cabbage.....	1 40	1 52	1 66	1 26	1 58	1 66
40 lbs. Smoked Bacon.....	10 90	11 00	10 16	9 76	10 00	9 92
20 lbs. Smoked Ham.....	4 35	4 70	4 28	4 60	4 70	4 70
10 lbs. Smoked Shoulder.....	1 63	1 67	1 53	1 66	1 70	1 82
40 lbs. Coffee, medium grade.....	14 00	14 00	14 00	14 00	14 00	14 00
10 lbs. Tea, medium grade.....	4 50	4 50	4 50	4 50	4 50	4 50
12 pts. Tomato Catsup.....	3 00	3 00	3 00	3 00	3 00	3 00
20 lbs. Salt.....	67	67	67	67	67	67
85 bars Soap.....	4 25	4 25	4 25	4 25	4 25	4 25
Vegetables.....	20 00	20 00	20 00	20 00	20 00	20 00
Fruit.....	15 00	15 00	15 00	15 00	15 00	15 00
Milk, fresh or condensed.....	33 00	33 00	33 00	27 00	27 00	27 00
150 lbs. Roast Beef.....	30 00	30 00	24 00	27 00	27 50	29 00
100 lbs. Boiling Meat.....	12 00	12 25	9 60	13 25	12 40	12 00
120 lbs. Steak.....	22 40	24 80	21 84	23 52	21 84	22 40
40 lbs. Veal.....	7 76	8 24	7 28	7 80	7 36	7 28
50 lbs. Mutton.....	8 00	8 40	6 25	8 50	8 25	8 50
60 lbs. Pork.....	11 00	12 30	9 72	11 40	11 00	10 00
25 lbs. Poultry.....	4 40	5 12	4 00	4 50	4 90	4 25
68 lbs. Fresh Fish.....	7 62	8 84	8 50	7 71	7 89	9 97
4½ cords Wood, fir, stove length.....	25 52	25 88	35 46	21 47	28 94	34 34
3 tons Coal.....	18 75	21 75	25 50	17 25	22 35	24 75
Totals.....	\$418 46	\$431 57	\$424 03	\$405 93	\$416 82	\$428 94

The importance of the items not included is shown by the results of the federal government's canvass of 2,567 families living in 40 cities of 32 different states, when it was learned that the cost of foodstuffs formed 42.54 per cent of the total annual expenditures of the average family of five; that rent was 12.95 per cent, mortgages, etc., 1.58 per cent, fuel 4.19 per cent, light 1.06 per cent, taxes .75 per cent, insurance 2.73 per cent, organization fees 1.17 per cent, religious expenses .99 per cent, clothing 14.04 per cent, and the other 18 per cent covered such miscellaneous items as furniture, books, magazines, newspapers, amusements, charity, tobacco, sickness, and the like. Had the Bureau undertaken such a canvass, the expense would have been greater than the entire appropriations for the department, but assuming that the same percentages would prevail in this state, one can soon estimate from this table what the actual cost is.

Since this information was gathered, the European war has broken out, resulting in the familiar flurry in the price of foodstuffs. It, of course, will modify to some extent the results of the investigation herein set forth, but how great a difference it will make is a matter of conjecture. To determine this, the Bureau proposes to undertake shortly another investigation and will make known its results as soon as it is completed.

In the meantime, it may be interesting to know that some of the food articles used every day more than doubled in price from 1890 to 1913, according to figures compiled by the Bureau from governmental statistics. Fifteen necessities of life were selected and the increase or decrease of each article between 1890 and the latter part of 1913 was reduced to a percentage basis, affording some interesting data on the advance in the cost of living during that period. Taking various meats as examples, it was found that smoked bacon advanced in price 136 per cent, round steak 107 per cent, and pork chops 118 per cent, while the price of lard increased 69 per cent. Potatoes advanced 32 per cent and bread 17.9 per cent, although this is not a fair comparison on the last item for in 1890 wheat was selling at a much higher price than from 1893 to 1903. Sugar constantly

declined in price, dropping 23 per cent, while a decline of 16 per cent was noted in 1913.

The United States was divided in five districts in compiling the figures given in the following tables which are interesting as indicating that the greatest increases during this period took place in the south-central division while the least occurred in the western division, including the states west of the Rocky Mountains. The average increase in the prices of these foods throughout the United States was 66 per cent while it was only 46 per cent in the western states. For the purpose of comparison, figures are also given showing the advances in wages in the lumber manufacturing industry during the same period, as well as the reduction in hours of work. The tables are as follows:

Table No. 2.

Per Cent. Increase of Retail Prices of Fifteen Different Articles of Food from 1890 to June, 1913.

COMMODITY	Per cent. increase from 1890 to June, 1913	Per cent. increase from April, 1911, to April, 1913	Per cent. increase from April, 1911, to April, 1912	Per cent. increase from April, 1912, to April, 1913
Sirloin steak	76.4	28.6	9.3	17.6
Round steak	107.5	30.1	9.3	19.0
Rib roast	77.3	24.0	7.5	15.3
Pork chops	118.7	30.2	10.9	17.5
Smoked bacon	186.8	13.4	* .3	17.2
Smoked ham	87.2	16.1	1.2	1.5
Lard	69.0	14.9	.3	14.6
Hens	72.0	13.2	3.1	9.8
Flour, wheat	16.7	.8	5.2	* 4.1
Corn meal	55.3	7.3	9.1	* 1.6
Eggs	40.0	12.0	11.5	.4
Creamery butter	42.5	36.9	25.8	8.7
Potatoes	32.5	* 5.8	77.6	* 47.0
Granulated sugar	* 23.8	* 7.2	11.5	* 16.8
Milk	87.8	5.8	1.3	4.0

* Denotes decrease.

Per Cent. Increase of the Fifteen Articles of Food Noted Above in Five Different Geographical Divisions of the U. S.

	North Atlantic Division	South Atlantic Division	North Central Division	South Central Division	Western Division
Year 1890 to June, 1913	56.1	61.8	62.6	72.9	46.7
April, 1911, to April, 1913	18.2	15.5	17.9	11.9	6.5
April, 1911, to April, 1912	12.9	10.3	18.2	8.6	5.7
April, 1912, to April, 1913	4.7	4.7	4.1	3.1	.8

Advance in Wages from 1890 to 1912 in the Lumber Manufacturing Industry as Compiled from Figures Furnished by the U. S. Bureau of Labor.

1912 Compared with 1890.....29.0 per cent. advance
 1912 Compared with 1895.....35.6 per cent. advance
 1912 Compared with 1900.....24.8 per cent. advance
 1912 Compared with 1905.....13.1 per cent. advance
 1912 Compared with 1910..... 1.2 per cent. advance

Reduction of Hours of Labor from 1890 to 1912 in Lumber Manufacturing Industry as Compiled from Statistics Gathered by the U. S. Bureau of Labor.

1912 Compared with 1890..... 3.8 per cent. decline
 1912 Compared with 1895..... 3.3 per cent. decline
 1912 Compared with 1900..... 2.9 per cent. decline
 1912 Compared with 1905..... 1.0 per cent. decline
 1912 Compared with 1910..... .1 per cent. decline

As a sidelight on the cost of living question, the following table showing the amount charged their employes per week for board by 202 different firms in the state is interesting, the information being obtained in the Bureau's survey of manufactures:

INDUSTRY	\$4.50 and less	\$5.00	\$5.25	\$5.50	\$5.75	\$6.00	\$6.25	Totals
Lumber and shingle manufacturers	4	19	47	26	2	1	.....	99
Logging	1	13	58	20	1	.....	2	95
Fish canneries	1	4	2	.....	1	.....	.....	8
Totals.....	6	36	107	46	4	1	2	202

Multiplying these figures by fifty-two reveals that the men employed by these firms each pay from \$234.00 to \$325.00 a year for board alone, averaging more than half of the Bureau's figures for a family of five. It must be borne in mind, however, that prices of all articles sold in such camps are usually a little higher than in the cities or towns and this same practice obtains to a large extent in the prices charged for board, accounting for the apparent discrepancy between the Bureau's figures and those just given. Then, too, the cost of culinary service is not included in the family budget which is an item that must be reckoned with in furnishing table board in the camps.

HOUSING CONDITIONS IN LOGGING AND CONSTRUCTION CAMPS.

Sanitary inspection of logging and construction camps by the State Board of Health preferably, authorized to enforce the maintenance of healthy conditions, is certainly most needed in this state, for the sanitary conditions in some of these places beggar realization. The Bureau recognizes and appreciates the fact that though the State Board of Health has not under the law any specific jurisdiction it has already undertaken to do some work along this line and the Bureau thinks the thoughtfulness displayed should be rewarded by the legislature in the form of greater authority.

The sleeping and eating quarters in many of these camps are very bad, so bad they give the impression to an outsider who sees them that the employer does not care for the comfort or health of his men, just so long as he can get the work out of them he thinks they ought to give. But there is no desire to create a wrong impression,—in the larger logging camps of the state housing conditions are good. The worst conditions, the inexcusable conditions, are found in the smaller camps where the operators are, as a rule, working on limited capital and are heedless of the welfare of their workmen. But it is with a distinct sense of satisfaction that the Bureau chronicles in this report the fact that a new era is beginning to dawn in the logging industry in the northwest so far as labor conditions are concerned, for already comfortable logging houses, properly heated and furnished with sanitary iron beds equipped with mattresses, are beginning to supplant the detestable bunkhouses that have so long been the contamination evil of the logging camps, and one needs no better example than any one of these camps offers to prove that it pays to treat a laborer with consideration. This improvement is being brought about because the logging operators are awakening to the knowledge that by providing better housing conditions they are able to employ and

to retain a better class of workmen, men satisfied to stay in one place far longer than was once usual, and this of course means much to any company, for satisfied workmen properly treated invariably give better service.

And yet the housing conditions in the logging and construction camps in this state are by no means ideal and the Bureau inclines to the belief that in a great many instances the men there employed—the class of men which forms a big part of a loggers' crew—are to a great extent responsible and not the employers entirely. Stories of habitual uncleanness when facilities for cleanliness are available, of thefts of mattresses, blankets and the like or of a total disregard for such property so predominant as to lead to its wanton destruction, are too frequent to place the blame entirely upon the employer. And yet it cannot be disputed that the bunkhouse as usually maintained is a detestable and despicable adjunct to the average logging camp and one whose removal cannot be hastened too rapidly.

What is said here includes, too, the necessity of providing proper housing and heating conditions in the winter time, particularly in Western Washington, where the men are frequently compelled to work in the rain the whole day long. Too often does it happen that their bunkhouses are not properly heated and ventilated; oftener still are the conditions such that the men have almost no chance to dry their wet clothes, except perhaps around the bunkhouse stove, which of course makes the atmosphere so fetid that it is not a proper place for a person to sleep in, or unless after the day's work is over they spur up enough energy to build a bon-fire outside and alternately cook themselves on one side and freeze on the other. Such conditions should not be permitted any longer.

The story is told that during the visit of the Federal Industrial Relations Commission to this state this last August, the Commissioners visited one lumber camp about thirty miles northeast of Seattle, said to have been selected by the Employers' Association as representative of the average, where the employees told them they had eaten worse food but com-

plained that the sanitary conditions were unspeakably bad. Sixteen men were found assigned to each bunkhouse, a shack about the size of a boxcar with a small window a foot square at each end as the only means of ventilation. The men slept in double-tier bunks; in wet weather they attempt to dry their clothes around the stove in the center of the room in which they sleep, and no facilities for bathing or for washing clothes are provided. While the Commissioners were there, one man was doing his week's washing in a barrel sunk in the ground; others said that when they wanted to bathe they heated cans of water on the bunkhouse stove and went down to the brook, and when one of the Commissioners asked them how long it had been since the mattresses on their beds had been changed, they are reported to have laughed loudly and told him they could not remember. The Commissioners dined at the camp and found the food plentiful and palatable, however.

A review of a special report issued by the Industrial Commission of the State of Wisconsin, recounting the results of an investigation of railroad, lumber and other camps in that state, leads to the conclusion that housing conditions here are generally no worse than in other states where the logging business has been carried on for many more years than in the state of Washington, but at that they are bad here. The entrance of the Industrial Department of the Y. M. C. A. into the logging camps is promoting considerably their constant improvement and in more ways, too, than the merely physical, and such an influence should be stimulated rather than hindered. The Y. M. C. A. is now established in good buildings in the camps at Doty, Kelso and Firdale, Washington, and is steadily reaching out to others.

In this and other ways conditions in the camps are improving. There is much more to be done in which the employe can aid as well as the employer.

THE HOSPITAL FEE SYSTEM.

Closely akin to the too frequent practice of defrauding workmen of their wages are the various assessments made extravagantly and abusively by some employers against the wages of their men, frequently making material reductions in them for which the men have received nothing in return, the principal offenses of this kind being found in the manner in which the hospital fee system is too often abused. It is to the abuses of this system and not the system itself to which reference is made here.

It might be said at the outset that if a "first-aid" amendment is made to the laws governing industrial insurance in this state, the hospital fee system will undoubtedly be wiped out. Theoretically, the system of hospital treatment paid for by levying fees on the workmen is an excellent one, that is so far as providing assured a generally good medical treatment for workmen when they need it, though it has been frequently contended that the cost of it should not be borne entirely by the workmen themselves. Practically, it is an evil to the extent that it permits the unscrupulous employer to abuse it, to take advantage of it to perpetrate a species of fraud upon his workmen or at least to make the assessment too burdensome, and offering no accommodation in return, instead of making a reasonable charge for an adequate service. Were it always the case that the employer furnished his employes with adequate service at a reasonable charge, the situation would not be as burdensome as it is, but so long as there are some men willing to take advantage of others at every opportunity, the hospital fee system will be an onerous tax upon the workingman.

The impression exists among some workingmen that their employers have no right to deduct the hospital fee from their wages. The Bureau had occasion to look into this question recently and found that the supreme court of this state had ap-

parently upheld the right of employers to make this deduction, in the absence of a statute to the contrary. In the case of *Fred Sawdey vs. Spokane Falls and Northern Railway Co.*, 30 Wash. 349, decided on December 6, 1902, the court in its decision makes the following reference to this right (page 353):

"The respondent may, it is true, fix the terms upon which it will receive any one into its service. This it may do by special contract, or by general rules called to the attention of those seeking employment in its service; but, in the absence of such special contract or general rules, the contract is such as the law implies from the acts of the parties and the surrounding circumstances, and cannot be governed by any secret or undisclosed limitations either of the parties may have in mind."

The first five lines quoted above appear to have a direct bearing on the hospital fee system and the employer's right to deduct that item from his workmen's wages. The right of the employes to refuse to work under such conditions is of course equal to the right of the employer to insist on them, but an agreement whereby one person enters the employ of another is a contract according to common law and therefore subject to the rules of common law in all particulars which have not been specifically covered by an act of the legislature. There is no statute governing or regulating the payment of hospital fees and it is therefore a common law right such as that to which the court refers in the decision quoted. Under the fee system, the employer is not liable for the negligence of the physician or surgeon he employs to care for his men, but only owes the duty to use reasonable care in the selection of a competent surgeon, according to decisions, but when he deducts the hospital fee he obligates himself thereby to furnish adequate hospital treatment or medical attendance as required, and if he is in any respect negligent in doing this—if he fails in any manner to supply the treatment necessary, to supply it promptly or to continue it for as long a period as the full recovery of the employe demands—then the employe has right of action at common law against the employer and may recover damages from him.

The practices that make the system intolerable for employes occur in such instances, for example, as where a gang of men

are sent out to some mill, logging or construction camp by an employment agency, on a \$2.00 a day job, and are permitted to work only long enough to pay the agency fee and a one dollar hospital charge, when they are discharged and another gang is sent out to take their place. These instances, of course, grow out of collusion between the unscrupulous employer and the employment agency which is brought about because both find they can make more money this way than in legitimate operations. The objection might be raised to this example that such a situation would occur in but exceptional cases, but the reports, investigations and complaints to this Bureau do not bear out that objection. Perhaps a more frequent evil of the system appears, however, where a laborer may go to work for some firm for \$2.00 a day and is discharged at the end of that day, for alleged incompetency, perhaps, but most likely for some other cause associated with collusion between the employer and the employment agency, and yet his hospital fee of one dollar is deducted from his day's work just the same. It quite often happens that this man, going from one camp to another in search for work and finding a day or two or maybe a week's work in each, will have been employed in three or four camps during the month, in each of which he has been compelled to pay the one dollar hospital fee. This is a travesty on justice, as the man has had no need for hospital treatment and has received no benefit whatever from the fees previously paid during the month and will not, because no longer employed in the camps to which they were paid.

Such an application of the hospital fee system arouses the ire of any reasonable person. He realizes it is inexcusable and unjust, but unless he is spurred to some action—unless the abuse is brought before his representatives in the legislature in such a way that the practice will no longer be countenanced—he is too liable merely to shrug his shoulders and forget about it. In some instances, the Bureau has succeeded in obtaining a modification of the system as applied to transient laborers, where its greatest evil appears, one case being that of a big railroad con-

struction company doing thousands of dollars' worth of work in this state which, after negotiations, agreed to charge the men a minimum fee of 10 cents a day until 10 days had elapsed, and the usual monthly assessment of one dollar thereafter. This lightens the burden a little for them and it has caused the Bureau considerable pleasure to note that this modification has been adopted in other instances.

The general custom is to charge a hospital fee of one dollar a month and, as has been stated, this fee is deducted from a man's wages whether he works the full month or just one day, the employers contracting with some hospital and physician for the necessary service. Not all the firms in the logging, lumbering and construction business charge hospital fees and not all of those that do, abuse it in the way set forth above, but the extent of the drain the system imposes upon laboring men—and generally the common laborer, the most poorly paid of all—can be imagined from the statement received by the Bureau from 123 firms that they had deducted from the wages of their men \$110,-238.69 for hospital fees during the year 1913. That is quite a staggering total; how large it would be if such information could be obtained from all the firms charging hospital fees can only be surmised. Of the 787 firms which reported in the Bureau's survey of the manufactures of the state, 63 per cent of the logging firms so reporting said they charged hospital fees, 19 per cent of the lumber and shingle manufacturers and 52 per cent of the car repairing shops. Or, expressed in tabular form, the Bureau's information is:

INDUSTRY	RATE PER MONTH				Totals	Per cent. of those reporting
	.50	.75	\$1.00	\$1.25		
Lumber and shingle manufacturers.....	6	15	47	.....	68	19
Logging	14	14	60	2	76	63
Car repairing shops.....	9	1	1	1	12	52

NOTE: The fee of \$1.25 per month charged by some includes "first aid" as well as hospital service.

The question naturally arises as to whether the men really got value received for all this money, or rather, whether they did not actually pay in fees for something they did not get and far more than it would have been if they had paid for the service as it was given. It is very probable that both those questions might very well be answered in the affirmative and it consequently appears that some action to remove the abuses should be taken by legal enactment.

THE ORIENTAL CONTRACT LABOR SYSTEM.

There is a source of congratulation in the fact that the Oriental contract labor system is gradually dying out in this state, not that it does not exist at all, but that it is not practiced to as large an extent as it used to be or as many people imagine. Investigation shows the Chinese labor contractor is gradually losing his hold, for the reason that the federal Chinese exclusion act is diminishing the supply of Chinese labor each year, making it impossible for the contractor to obtain any young Chinamen, while those already here are getting so old they cannot perform the work in a satisfactory manner. It is stated by several people who are familiar with the canning industry that the Chinese labor contractors practically control the canning industries on the Fraser river in British Columbia, and very likely if they were able to obtain the laborers needed in this state, as they can in British Columbia, they no doubt would have a monopoly of the labor situation which in time would be the means of controlling the output of the canning establishments and might eventually get control of the entire industry. This is why this state should be congratulated upon the fact that conditions prevent them getting a stronghold here.

It is not necessary to recall the arguments advanced during

the "yellow peril" agitation of a few years past—everybody recognizes that the Oriental contract labor system when so generally practiced as it was a few years ago, was a positive menace to the white American laborer, and yet there are perhaps many who do not realize that it is no worse than competition with the laborer from Southern Europe, and so the Bureau found much satisfaction in the fact that its survey of the manufacturing industries of the state demonstrated that the majority of the employers of Washington prefer the white American laborer above all others, with the laborer from Northern Europe as second choice. As a matter of fact, the Jap laborer is looming up much stronger now than the Chinese, for the latter, not being able to break into new industries, is losing out in the old, as has been stated, but the Jap is found not only as a laborer in mills, hotels, railroads and restaurants, but he is setting himself up in business, conducting restaurants, operating tailor shops, and many kinds of stores, and in an increasing number, laundries equipped with the most modern machinery, scorning the old-style methods still maintained by the stolid Chinaman. The Jap's entrance into the laundry business is offering the American laundryman quite a problem, too, for, employing women of his own race as he does at wages far cheaper than the American laundryman has to pay, the Jap is forcing unequal competition on the American proprietor.

The Oriental contract labor system is confined almost entirely to the fish canneries in this state and Alaska, and what to an American seems to be a degrading feature of the system is that Americans—men, women and sometimes children—are hired along with the Chinese, Jap and Hindu laborers by the contractors under a contract that seems to be a relic of feudal days. The method is for the company owning a fish cannery to enter into an agreement with a Chinese contractor in which the latter agrees to furnish all the help necessary to clean, pack, cook, label and box all the salmon delivered to him at a certain cannery, the company agreeing to pay the Chinese contractor a certain amount for each case of salmon packed and guaran-

teeing him a minimum number of cases. Only a small part of the contract labor for the Alaska salmon canneries is recruited in this state, most of it being shipped out of San Francisco, while comparatively few of the fish canneries in this state are now operated under this system, although most of them employ Oriental labor directly without the interference of the Chinese contractor.

A Chinese contractor who was encountered during the Bureau's investigation of the system said that very often the contractors lose money on their agreements with the canning establishments, which are usually based on putting up 750 cases of salmon per "line" each day, though the average output per "line" amounted to about 900 or 1,000 cases per day provided there was plenty of fish on hand. The loss came in, he said, when they failed to put up the required amount per day, the contractor being penalized \$3.50 for each case the daily output is short, which made the contract a risky proposition, as frequently the penalty amounted to \$300.00 or \$400.00 a day, sometimes meaning a loss of several thousand dollars to the contractor at the end of the season. The shortage of Chinese labor militated against the contractor, too, he continued, compelling him to employ Japanese, Hindu and white labor who, unlike the Chinaman, is absolutely dependable and willing to work to the point of exhaustion, and are more apt to resist an invasion of their rights and oftentimes take advantage of their employers when the plant is loaded with fish that must be canned, by quitting and demanding an increase of wages before they return to work.

All labor under the contract system, except white labor which is generally used to fill in during the two or three weeks' rush of the canning season, though quite frequently employed for the entire season, is hired for the entire canning period, beginning about April 1st and closing November 1st. The Chinese, as a rule, are paid all the way from \$280.00 to \$320.00, including board and room, for this period, while the whites employed during the rush season receive on an average \$3.50

to \$4.00 a day. These prices are an increase over the amounts paid a few years ago, when from \$180.00 to \$220.00 was the ruling wage, the scarcity of Chinese laborers being cited as a reason for the advanced wage.

Here in this state, the contract laborers are required to work up to eleven hours a day for the amount named in their contract and for fifteen cents an hour for all overtime, which during the rush sometimes makes the day's work run up as high as eighteen or nineteen hours. It is during the rush season that the contractor makes his money, for when the run of fish is large the overtime is great, and the contractor, paying his men only fifteen cents an hour, gets a good bonus for each extra case he turns out, meaning an enormous profit for him. Later in this report, where the enforcement of the Child Labor Law is discussed, will be found a more detailed account of conditions as they were actually found to exist in an investigation of the canneries conducted during the summer of 1913 by the Commissioner of Labor and a member of the Industrial Welfare Commission. As a sidelight on the system and the conditions to which a laborer agrees before he is employed by a Chinese contractor, the following form of contract, which is not used so much in this state as in the Alaska canneries, signed by whites as well as Orientals, is reprinted: .

CONTRACT FOR FISHING SEASON 191...

WHEREAS,, hereinafter designated as the party of the first part, is engaged in the business of hiring men for the purpose of working in the canneries of the Pacific Coast, and, whereas, the undersigned, hereinafter designated as the party of the second part, is desirous of being employed by the party of the first part;

Now, therefore, for and in consideration of the party of the first part securing employment by the party of the second part, and for certain other good and valuable considerations passing to the party of the second part from the party of the first part, and for the further consideration of the covenants and agreements hereinafter set forth; it is agreed herein by and between the said party of the first part and the party of the second part as follows:

1. The said party of the second part is hereby employed to work for the said party of the first part for the entire season of 191..., at and in and about and around such cannery, or in, around and about such other cannery as may be hereafter designated by the party of the first part.

2. It is expressly agreed and understood by and between the party of the first part and the party of the second part that the fishing season for 191.. shall commence at such time as is designated by the party of the first part, and shall end at such time as is designated by the party of the first part, and shall com-

mence when the party of the first part has secured transportation for the party of the second part and when the sailing ship or steamboat is ready to leave any port in the State of Washington, or any port, for such cannery or canneries as may be designated by the party of the first part, and shall not end until after the full fishing season at such cannery or canneries so designated by the party of the first part shall have ceased, and until all the fish canned at said cannery shall have been canned; the cans lacquered, labeled and cased, and the casings fully stenciled and ready to be loaded upon the steamer or boat to be transported from said place of shipment.

3. That during the fishing season of 191..., each day's work by the party of the second part shall be eleven hours, from 6:00 o'clock A. M. until 6:00 o'clock P. M.

4. That no extra time shall be allowed in any manner whatsoever for time prior to the run of fish, during which time the party of the second part, or other employees, are preparing and making cans.

5. The party of the first part agrees to pay to the party of the second part for said full season's work, the following named sum, to-wit: the sum of \$..... dollars; and in addition thereto agrees to pay to the party of the second part fifteen cents (15 cents) per hour as overtime for all work done by the party of the second part between the hours of 6:00 o'clock P. M. and 6:00 o'clock A. M., but no overtime or Sunday work shall be allowed for making cans.

6. The party of the second part shall be paid per day for Sunday work during the run of fish and fifteen cents (15 cents) per hour as overtime between the hours of 6:00 o'clock P. M. and 6:00 o'clock A. M., when it is necessary that the party of the second part shall work to take care of the run of fish.

7. If requested to work on Sunday or overtime, the party of the second part shall do so at any time, under the direction of the Chinese foreman, the Japanese foreman, or the agent or person in charge of the cannery, and if the second party shall refuse to work on Sunday or overtime, then the party of the first part shall have the right to deduct from all wages due the party of the second part the sum of twenty-five cents (25 cents) per hour for each hour that the said party shall refuse to work on Sunday or overtime, and the same shall be deducted from the wages of the party of the second part at the end of the season.

8. It is further agreed that should the party of the second part strike, refuse to work, cease work, or demand higher wages, the party of the first part shall have the right to employ a third person or persons to take the place of said person who may strike, refuse to work or demand higher wages or additional board or food, and in that event all amounts earned by the said person so employed to take the place of the party of the second part who shall cease to work, strike or demand higher wages, additional board or food, shall be deducted by the party of the first part from the amount due to the party of the second part at the end of the season.

It is further agreed that if the cannery at which the party of the second part has hereby agreed to work should burn down or be destroyed, or if the work at said cannery should close before the end of the fishing season for said year, the party of the first part shall have the right to remove the party of the second part from such cannery to any other cannery or canneries in order to complete a full season's work as herein agreed, and should the cannery at which the party of the second part is employed burn or be blown down, or cease to work before the end of the fishing season, and should the said party of the second part refuse to be transferred to such other cannery or canneries as the party of the first part may designate he shall collect under this agreement in such amount as the time which he worked before the destruction or shutting down of said cannery actually bears to a full season's work, and no more, and should said cannery at which the party of the second part has herein agreed to work be blown down or destroyed before the end of the fishing season and should the party of the first part not be able to transfer the party of the second part to some other cannery or canneries, then the amount which the party of the first part shall pay under

this agreement is such sum only as the time actually worked by the party of the second part bears to a full season's work.

9. The party of the first part shall pay the transportation of the party of the second part both ways from Seattle to the cannery and return, provided the party of the second part remains and works the full season as herein agreed; but if the said party of the second part does not remain and work for the full season then there shall be charged up to the party of the second part and deducted from his wages his transportation both ways.

10. It is agreed and understood by and between the party of the first part and the party of the second part that board shall be furnished to the party of the second part by the Chinese contractor, the same as is usually furnished to Chinese laborers, and that the owner or owners of the cannery shall furnish to the party of the second part a place to sleep in some building or tent provided for that purpose.

11. The party of the second part agrees to remain at the same class of work during the whole of the season; but the foreman of the cannery, or the person in authority, may change the party of the second part to any other work he desires in and about the cannery or canneries; and there shall be no increase or decrease of wages by reason of the change of work.

12. If the party of the second part does not do the work that he is directed to do by any foreman, in the manner designated, or if the party of the second part is incapacitated by sickness or any injury he may receive by reason of his own fault, or on account of any person whomsoever, the party of the second part shall be charged twenty-five cents (25 cents) per hour for each hour that he does not work, and twenty-five cents (25 cents) for each meal that he may receive while not working, and the said amount or amounts shall be deducted from his wages at the end of the season.

13. It is further agreed that as soon as the fish begin to run, the party of the second part must be in bed not later than the hour of ten o'clock at night, and no gambling, carousing, brawling, shouting or loud noises shall be indulged in, in, around or about the cannery or sleeping places of the party of the second part, or of any other laborer after the said hour of ten o'clock P. M., and should the party of the second part not obey this provision then and in that event the foreman in charge of the cannery, the Chinese foreman, or the Japanese foreman, shall have the right to deduct the sum of Five (\$5.00) Dollars for each time the party of the second part shall be guilty of any such prohibited conduct, said sum to be deducted from the wages of the party of the second part at the end of the season.

14. The party of the second part further agrees that he will not sell, give or furnish any liquor to any Indian or Indians or to any person employed in, around or about the said cannery in which he may be working during the continuance of this contract, and if he fails to keep this provision, then and in that event he shall work a forfeiture to the party of the first part of any and all wages and claims due to the party of the second part under and by virtue of this contract.

15. Should the party of the second part engage in brawls or fights, or become intoxicated, or shout or make loud noises after the hour of ten o'clock P. M. during any of the said fishing season, the party of the first part shall have the right to forfeit this contract and to retain as liquidated damages to the party of the first part twenty-five cents (25 cents) for each hour of work from the time of said contract is forfeited until the end of the fishing season, and shall have the right to discharge the party of the second part for any such conduct.

16. It is further agreed that the party of the second part shall pay to the party of the first part the sum ofDollars as part of the consideration for obtaining said employment and in consideration of the party of the first part storing any personal property which may be left with the party of the first part by the party of the second part, and for forwarding any and all mail that may come into possession of the party of the first part for the party of the sec-

ond part of such cannery as the party of the second part may be employed, said sum to be deducted from the wages of the party of the second part at the end of the season.

17. All wages for the season shall be paid at the end of the season, at the office of the party of the first part, in the City of Seattle, King County, Washington, within seven days after the return of the party of the second part to Seattle.

18. It is further agreed by and between the parties hereto that any money that may be loaned or advanced by the party of the first part to the party of the second part before the beginning of the fishing season may be deducted from the wages of the party of the second part at the end of the season.

19. If the party of the second part shall wilfully destroy any property owned by the person or company owning any cannery at which the party of the second part may be employed, or any property belonging to the Chinese contractor at said cannery or the foreman of the party of the first part, the value of all such property so destroyed shall be deducted from the wages of the party of the second part at the end of the fishing season's work.

20. The party of the second part has been fully informed and knows that neither the Japanese foreman in charge of the Japanese laborers, the Chinese foreman, or any person whomsoever other than the party of the first part has any authority to alter, change, or modify any of the terms or conditions of this agreement or to contract any bill or to incur any liability or indebtedness for any purpose whatever and that any such alteration or attempted alteration if made by any person other than the party of the first part shall be absolutely void, and that the parties to this agreement shall be held and firmly bound by this contract as originally signed and entered into between the parties hereto and not by any change or modification hereof.

21. The party of the first part shall deduct from the earnings of the party of the second part under this contract, at or before final payment is made, all charges for any and all goods or merchandise which the party of the second part shall procure from the owner of the cannery, the Chinese contractor, the Japanese foreman, or the Chinese foreman at the said cannery.

22. The party of the second part and the party of the third part hereto fully understand this agreement and all the covenants set forth and contained herein, and they and each of them agree to be bound thereby; they and each of them both understand that the party of the first part has heretofore made and entered into a binding contract with the Chinese contractor at the cannery or canneries to which the said party of the second part may be sent to perform labor, binding contracts to furnish healthy, sober, industrious and competent Japanese laborers to perform the work and labor which the party of the second part has hereby agreed to perform; that the canneries to which the party of the second part has hereby agreed to be sent are remote from places where laborers may be conveniently obtained and that the party of the first part will sustain damages in an amount equal to or greater than any amounts provided herein, should the party of the second part fail to faithfully keep and perform each and all of the covenants and conditions of this agreement. The said parties hereto understand that if the party of the second part shall go upon a strike or cease to work, or become intoxicated, or engage in brawls, or furnish liquor to the Indians or any laborer at said cannery or canneries, the Chinese contractor and his foreman have the right to demand that the party of the first part shall, or his foreman, shall discharge the party of the second part and remove the party of the second part from said cannery, and that the party of the second part, in such event, will be charged for all meals thereafter consumed at said cannery by the party of the second part after being discharged, and that the said Chinese contractor has the right to charge against the party of the first part the sum of twenty-five cents (25 cents) per hour for all time which the party of the second part shall refuse to faithfully work, as provided in this agreement, and that this is the reason why this contract is made as it is made, and in order that the party of the second part shall faithfully perform said contract and perform the

full season's work as herein agreed, not only during the time the fish are actually being caught and canned, but until all the fish are caught and canned, the cans tested, lacquered, labeled, and cased, and the cases nailed and fully stenciled ready for shipment.

IN WITNESS WHEREOF, the parties to this agreement have hereunto set their hands and seals this.....day of....., A. D. 191...

Witnesses:

.....(Seal)
(Seal)
(Seal)

Conditions in the Alaska salmon canneries are much worse than they are in this state, according to a report of an investigation made by the California Labor Bureau, in which the sworn testimony of several men employed under the contract system is quoted showing that in many cases the laborer has little or nothing left at the end of the season out of his wages, having gambled away much of it, or spent it for whisky or other drinks or for food from the contractor's store, at exorbitant prices. What the report says in a general way of its investigation is quite interesting and is in part as follows:

"The Chinese contractor furnishes the food on the voyage to and from and during the time the men are at the cannery. This food consists of the regular Chinese fare, namely rice, kelp, tea and sometimes beans, except that at the cannery fish is often given to the men. The food question causes considerable trouble, owing to the fact that the men do not relish it and are compelled to buy American foods from the 'slop chest' or from the Chinese stores. On the return to San Francisco the company pays the Chinese contractor the total amount due him under the terms of the contract, and the Chinese contractor in turn pays to the men the amount agreed upon, less the charges that appear against them in an account rendered by the subcontractor. * * * * During the past few years the office of this Bureau has been besieged by hundreds of these cannery hands upon their return from Alaska. These men present a multitude of claims, which involve questions of false or exorbitant deductions on their wages. Many of these men are returned to San Francisco without a cent due them after a season's work, all of it having been charged against them for food or gambling debts, incurred at the gambling tables operated on the ships by the subcontractors."

Here is a picture, then, of the conditions that prevail in the Alaska canneries, conditions that can be found to some degree in the canneries in this state which are operated under the Oriental contract system, conditions so appalling that one can-

neryman told the Bureau's investigators last summer he had abolished the contract system in his plant because he could not stand to see the men driven like beasts by the Chinese contractors, so weak from overwork they would sit on the edge of their bunks and cry like children, their feet so swollen they could not remove their boots during the three or four hours' rest per day allowed them, and their hands worn and torn and swollen from handling the fish. He is hiring his men himself now and hiring enough so that they will not have to work nineteen and twenty hours a day during the rush season.

The contract system is dying out in this state. Amounting virtually to chattel slavery as it does, its passing should bring a measure of gladness to those who long ago repudiated such human degradation.

OCCUPATIONAL DISEASE AND PUBLIC HEALTH.

Though the State of Washington is comparatively free from the blight of industrial disease, yet high authority sounds the warning that "practically every calling contributes its own special malady to the long list of work diseases." The American Journal of Public Health of March 14, 1914, says: "Careful American authorities count our industrially employed in the United States as 33,000,000, and estimate that, from sickness alone, our mere money loss each year is nearly three-quarters of a billion dollars. These experts further declare, on the basis of German experience * * * that one-fourth of this annual economic loss (approximately \$200,000,000), can be prevented, if we insist."

Health risks in industry may be classified as follows:

(1) Specific industrial dusts, fumes, gases, vapors and acids (poisonous and non-poisonous);

- (2) Harmful bacteria and microorganisms;
- (3) Compressed or rarefied atmospheres;
- (4) Improper lighting;
- (5) Extremes of temperature;
- (6) Excessive strain.

Then follows a list of industrial poisons, including arsenic, brass, lead, mercury and wood alcohol; followed by skin and eye diseases, lung trouble, tuberculosis, etc.

Rigid factory inspection, along with intelligent and careful co-operation of the shop safety committees organized this spring in nearly every industry in the state, may be relied upon to point out and eliminate, or at least minimize, many of these dangers, which means, of course, that the educational campaign must be kept at high pitch. Since industrial diseases are seldom contagious, prevention seems the practical solution, and here, where there is so much room and all conditions are conducive to health, such conditions should be more easily handled than in the older and more congested centers of the East, where so many influences modifying and intensifying the simpler conditions that must be dealt with here, add many complications that make the task much harder.

The causes of occupational diseases are industrial subjugation to dust, dirt, dampness, darkness, devitalized air, heat, cold, inactivity, germs, infections, pressure and poisons, all of which constitute the causes of tuberculosis, the Captain of Death in all climes. There is hardly one of these that cannot be removed by intelligent action, but until we realize that health foresight must be paramount to the distorted idea that economy in production will not admit of wholesome reform, the progress is likely to be slow. As a matter of fact, health is a great economic question—vital to the employer, the workman and to society, for it means the highest efficiency and that is the goal all seek. Security cannot rest on individual caution, nor can environment be relied upon to offer relief from the very causes it has contributed to produce.

The most striking example of occupational disease that has

come under the notice of the Bureau was discovered during a survey of the shingle mills of the state, where it was found that the shingle-weavers are subject to throat and lung trouble presumably caused from the cedar dust breathed in or from some sort of acid gas in the cedar. One noticeable fact was revealed—that younger men are far more susceptible to the health-deteriorating effects of this occupation than are the older, for it was found that men from 32 to 48 years of age are less liable to have throat and lung trouble than was a young man of 20. The facts gleaned by this survey are given in the following tables:

OCCUPATIONAL DISEASES IN SHINGLE MILLS.

Age of employee	Years at present occupation	SUFFERING FROM ASTHMA, BRONCHIAL OF LUNG TROUBLE					Number not affected
		Number ailing	Years ailing	Years worked before affected	Number having had medical treatment	Number ailing before entering the trade	
17	0 to 1 year.....	.....	.....	.....	.....	.....	1
18	0 to 1 year.....	.....	.....	.....	.....	.....	1
19	0 to 1 year.....	.....	.....	.....	.....	.....	2
20	0 to 1 year.....	.....	.....	.....	.....	.....	1
21	0 to 1 year.....	.....	.....	.....	.....	.....	1
22	0 to 1 year.....	1	2	.....	.....	1	2
26	0 to 1 year.....	.....	.....	.....	.....	.....	1
27	0 to 1 year.....	1	$\frac{1}{2}$	.....	.....	1	2
27	0 to 1 year.....	1	5	.....	.....	1	.....
29	0 to 1 year.....	1	$\frac{1}{2}$	$\frac{1}{2}$	.....	.....	1
31	0 to 1 year.....	.....	.....	.....	.....	.....	1
32	0 to 1 year.....	.....	.....	.....	.....	.....	1
33	0 to 1 year.....	.....	.....	.....	.....	.....	1
36	0 to 1 year.....	.....	.....	.....	.....	.....	1
40	0 to 1 year.....	.....	.....	.....	.....	.....	2
50	0 to 1 year.....	.....	.....	.....	.....	.....	1
17	1 to 5 years.....	.....	.....	.....	.....	.....	1
18	1 to 5 years.....	1	1	3	.....	.....	1
19	1 to 5 years.....	1	2	2	.....	.....	.....
20	1 to 5 years.....	1	$\frac{1}{2}$	$\frac{1}{2}$	.....	.....	.....
21	1 to 5 years.....	1	1	3	.....	.....	3
21	1 to 5 years.....	3	2	.....	.....	.....	.....
21	1 to 5 years.....	1	2	2	.....	.....	.....
21	1 to 5 years.....	1	4	.....	.....	.....	.....
22	1 to 5 years.....	1	3	1	.....	.....	.....
23	1 to 5 years.....	.....	.....	.....	.....	.....	1
24	1 to 5 years.....	2	2	1	.....	.....	1
25	1 to 5 years.....	1	1	3	.....	.....	.....
26	1 to 5 years.....	1	1	.....	.....	.....	1
26	1 to 5 years.....	1	3	.....	.....	1	.....
27	1 to 5 years.....	2	2	.....	.....	.....	.....
28	1 to 5 years.....	.....	.....	.....	.....	.....	2
29	1 to 5 years.....	1	5	.....	.....	.....	1
30	1 to 5 years.....	1	1	2 $\frac{1}{2}$	.....	.....	.....
31	1 to 5 years.....	1	1	3	.....	.....	.....
32	1 to 5 years.....	.....	.....	.....	.....	.....	1
34	1 to 5 years.....	.....	.....	.....	.....	.....	1
36	1 to 5 years.....	.....	.....	.....	.....	.....	1

OCCUPATIONAL DISEASES IN SHINGLE MILLS—Continued.

Age of employe	Years at present occupation	SUFFERING FROM ASTHMA, BRONCHIAL OF LUNG TROUBLE					Number not affected
		Number ailing	Years ailing	Years worked before affected	Number having had medical treatment	Number ailing before entering the trade	
37	1 to 5 years.....						1
39	1 to 5 years.....	1	1½	2½	1		
40	1 to 5 years.....						2
41	1 to 5 years.....						2
45	1 to 5 years.....						1
47	1 to 5 years.....						1
57	1 to 5 years.....	1	½	3½	1		
20	5 to 10 years.....	1	2	3			
20	5 to 10 years.....	1	3	2	1		
21	5 to 10 years.....						1
22	5 to 10 years.....	1	1	4			1
23	5 to 10 years.....	1	3	2			3
23	5 to 10 years.....	1	2	3			
23	5 to 10 years.....	1	1	4	1		
23	5 to 10 years.....	1	3	3			
23	5 to 10 years.....	1	3	5			
24	5 to 10 years.....	1	1	5			1
25	5 to 10 years.....	1	1	4			1
25	5 to 10 years.....	1	3	3	1		
26	5 to 10 years.....	1	2	4			2
26	5 to 10 years.....	1	3	4			
26	5 to 10 years.....	2	2	6	1		
27	5 to 10 years.....	1					
27	5 to 10 years.....	2	2	5			
27	5 to 10 years.....	1	3	4			
27	5 to 10 years.....	1	3	6			
28	5 to 10 years.....	1	1	6			1
28	5 to 10 years.....	1	2	6			
28	5 to 10 years.....	1	4	3	1		
28	5 to 10 years.....	1	5	4	1		
29	5 to 10 years.....	1	3	3			1
30	5 to 10 years.....	1	1		1		2
30	5 to 10 years.....	1	4	1			
31	5 to 10 years.....	1	3	3			
31	5 to 10 years.....	1	5		1		
32	5 to 10 years.....	1	2				
32	5 to 10 years.....	1	3				
35	5 to 10 years.....	1		2			
36	5 to 10 years.....	1	3				2
37	5 to 10 years.....	1	1	5	1		
37	5 to 10 years.....	2	4	7	1		
40	5 to 10 years.....	1				1	
42	5 to 10 years.....	1	5	3			
43	5 to 10 years.....	1	7				
45	5 to 10 years.....	1	3	2			
47	5 to 10 years.....						1
52	5 to 10 years.....						1
60	5 to 15 years.....	1	5	1			
24	10 to 15 years.....	1	2	10			
25	10 to 15 years.....	1	2	10			1
25	10 to 15 years.....	1	6	6			
26	10 to 15 years.....	1	5	5			1
27	10 to 15 years.....	1	2				2
27	10 to 15 years.....	1					
28	10 to 15 years.....	1	1	13	1		1
28	10 to 15 years.....	1	2	8			
28	10 to 15 years.....	1	3	9			
28	10 to 15 years.....	1	5	5			
28	10 to 15 years.....	1	0	8			
28	10 to 15 years.....	1	7	7	1		
29	10 to 15 years.....	2	5	5	1		3
29	10 to 15 years.....	1					

OCCUPATIONAL DISEASES IN SHINGLE MILLS—Concluded.

Age of employe	Years at present occupation	SUFFERING FROM ASTHMA, BRONCHIAL OF LUNG TROUBLE					Number not affected
		Number ailing	Years ailing	Years worked before affected	Number having had medical treatment	Number ailing before entering the trade	
29	10 to 15 years.....	1	7	6			
30	10 to 15 years.....	1	6	7			1
31	10 to 15 years.....	1	2	8			2
31	10 to 15 years.....	1	2	10			
31	10 to 15 years.....	1	8	4			
32	10 to 15 years.....	1	4	10			1
33	10 to 15 years.....	1					2
34	10 to 15 years.....	1	5	5			1
35	10 to 15 years.....	1	2	8	1		
35	10 to 15 years.....	1	8	2			
36	10 to 15 years.....	1	12	12	1		
37	10 to 15 years.....	1					
37	10 to 15 years.....	1	10	2	1		
40	10 to 15 years.....	1	3	10			1
41	10 to 15 years.....						2
51	10 to 15 years.....						1
52	10 to 15 years.....	1	3	7			
23	15 to 20 years.....	1	10	5			
29	15 to 20 years.....	1	10	5			
30	15 to 20 years.....	1	4	11			
31	15 to 20 years.....	1	5	10			
32	15 to 20 years.....	1	3	13			
32	15 to 20 years.....	1	6	10	1		
33	15 to 20 years.....	1	2	16			1
33	15 to 20 years.....	1	6	9			
33	15 to 20 years.....	1	8	9			
33	15 to 20 years.....	1	9	8			
34	15 to 20 years.....	1	10	8			
36	15 to 20 years.....	1	12	3			1
36	15 to 20 years.....	1	12	6	1		
38	15 to 20 years.....	1	10	6			
39	15 to 20 years.....	1	10	7			
40	15 to 20 years.....						2
41	15 to 20 years.....	1	4	15			
41	15 to 20 years.....	1	5	10			
45	15 to 20 years.....						1
33	20 to 25 years.....	1	5	17			
36	20 to 25 years.....	1	14	7			1
38	20 to 25 years.....	1	1	23			
40	20 to 25 years.....						3
41	20 to 25 years.....						1
45	20 to 25 years.....	1	5	19			1
40	25 to 30 years.....	1	6	19			
41	25 to 30 years.....						1
47	25 to 30 years.....						1
48	25 to 30 years.....	1	3	23			1
48	25 to 30 years.....	1	12	14			
41	30 to 35 years.....	1	20	10			
49	30 to 35 years.....	1	15	15	1		
61	30 to 35 years.....						1
63	35 to 40 years.....	1	15	20			
63	40 to 45 years.....	1	10	30			
55	40 to 45 years.....	1	12	29			
56	40 to 45 years.....	1					

Some surprising data is furnished by this table. Of the total number of men reporting, 58 per cent were affected by one of the diseases and 17 per cent of these had to have medical

treatment. Of the total number of those afflicted after entering the trade, 15 per cent were affected the first two years they worked, 37 per cent during the next three years, 21 per cent from the sixth to the ninth year, and 13 per cent during the following three years, the percentage decreasing after the sixth year is reached. Then, comparing the age at which the men entered the trade with the number affected by these diseases and considering only those who have worked more than one year, the following table shows that the younger the men are when they enter the trade, the higher the percentage of those affected:

<i>Age When Entered Trade</i>	<i>Pct. Affected</i>
Less than 19 years.....	67
19 to 25 years.....	60
25 to 32 years.....	52
32 to 48 years.....	26
Over 48 years.....	100

The survey resulted in requests going out from this Bureau to the owners of all shingle mills that blower systems be installed to keep the mills cleared of the cedar dust and the inspectors of the Bureau have been ordering the systems installed in the mills as soon as practicable. As a result, blower systems were in operation in twelve shingle mills up to September 1, 1914, and at least twenty more mills will install systems before spring.

The campaign for the installation of these dust collecting systems was the first piece of constructive work undertaken by the present Commissioner of Labor when he assumed office. Common report had told him that conditions in many of the mills were conducive to lung diseases, but he had no idea of the extent of it or its seriousness until after he had completed the survey which was begun shortly after he took office. It demonstrated that prompt action was needed for the protection of the health of the workers in those industries which produce a large amount of dust in their operation. These include mattress factories, asphalt plants, places where emery wheels are used and paint-grinding factories as well as shingle mills and the campaign has been conducted so as to include all of these.

The first thing to do, of course, was to determine the best method of removing the conditions deleterious to health, so as to be able to recommend it to the mills and plants, and this investigation took considerable time, for representatives of the Bureau inspected several systems already operating in different plants and sought all the information they could get on the subject. After investigating nearly every system then in use, inspecting them to see how they were operated and how they might be improved, it was found that the one then doing service in the Innovation Shingle Company's mill at Olympia, operated on the fan principle, was the most practical and the cheapest, besides being adaptable to most mills. The Bureau, before recommending it, suggested an improvement by having part of it made of galvanized iron instead of wood, making it perfectly air-tight. The fact that this system has been adopted by the largest plant in British Columbia, where it has been found very effective, was accepted by the Bureau as indorsing its decision. An illustration of it is shown on page 85.

With the situation known and the system to cope with it found, the next thing for the Bureau to obtain was a positive, money-saving argument with which to approach the owner of a mill or factory and show him why, aside from moral and health reasons of a more or less paternal nature, it would pay him to install a dust-collecting system in his plant, for as a rule he is usually skeptical at first, unable to see how it would benefit him or his plant or his business and consequently quite hesitant about installing it. So the Commissioner went to the officers of the fire insurance rating bureau in Seattle to ascertain whether a reduction would be allowed in rates for those mills that adopted the system. The rating bureau did not want to specify a definite percentage, saying the rates would have to be adjusted in each individual case, but assured the Bureau some reduction would be made and offering to make a survey of all plants considering the installation of the system to show their owners the actual reduction in their fire insurance costs.

This offer the Bureau accepted and it has been one of the

chief aids in getting the system placed in as many plants as are now using it in this state, for in removing the possibility of dust explosions and in other ways it reduced the fire hazard and consequently the premiums charged. The cost of installing the system ranges from \$300 to \$500, depending upon the size of the plant and the amount of remodelling required, but the Bureau was and is able to show mill owners where, by the saving in fire insurance premiums, the system will pay for itself. How appealing this argument has been is shown by the following list of firms who have installed the system up to the time of writing this report:

Aberdeen Lumber & Shingle Co., Aberdeen.

Wilcox Shingle Co., Aberdeen.

Grays Harbor Commercial Co., Cosmopolis.

Hillview Shingle Co., Montesano.

Coates Shingle Co., Hoquiam.

East Hoquiam Shingle Co., Hoquiam.

Henry McCleary Timber Co., McCleary (2 mills).

Yerman Lumber Co., Pe Ell.

Clear Lake Lumber Co., Clear Lake.

Cascade Lumber & Shingle Co., Snohomish.

The C. B. Shingle Co., Everett.

Anderson Brass & Fixture Co., Seattle.

Seattle Brass Co., Seattle.

Green River Lumber Co., Eagle Gorge.

The power available in a mill for the operation of the system is one of the first things that must be considered, and where it has been found that a mill is using all of its available power the Bureau has not insisted upon the immediate installation of the system but has obtained the assurance of the owner that it will be put into operation as soon as practicable. About ten horsepower is needed to operate the big fan and this is quite an item for a mill running at full capacity, though the Bureau has found but few cases where the necessary extra power was not available. The greatest expense usually attached to the installation of the blower is in remodelling the mill to accommo-

date it and make it effective, but as has been stated many mill owners have been induced to make the improvement because of reducing the fire hazard, thereby obtaining a reduction in insurance rates.

The following drawing shows in detail the improvements made on the so-called McCann system under the direction of C. H. Younger, chief factory inspector of this Bureau, who during the past year has investigated nearly all the various systems in use today. The first system installed in accordance with these specifications was in the C. B. Shingle mill at Everett, where previously a system working on a different principle had been installed, but was entirely ineffective for the number of uprights in use in that mill.

That Mr. Younger's efforts have not been in vain in this direction is readily proven to any one who sees the system in operation, and it has been pronounced by experts as the most economical and most efficient dust collecting system ever devised. The C. B. Mill with the introduction of this system stands today as a model of perfection in the shingle industry, and upon a recent visit of inspection made by the Labor Commissioner, the workmen employed there informed him that the elimination of dust in the mill had not alone increased the efficiency of the plant, but at the end of the workday they were not distressed with fatigue as is the case in mills where they are required to constantly inhale the dust-laden air. They asserted that they no longer suffered from insomnia as was the case before the system was installed, and which is one of the common effects of the shingle workers' occupation, which gradually reduces their vitality and undermines their health.

The following illustration shows the main air duct and tributaries of the blower system installed in August, 1914, by the C. B. shingle mill in Everett. This system is generally known as the McCann system and is the most efficient one in use in the state today. A practical demonstration of the above system has fully set aside any doubt as to the superiority of the underdraft system over the old style overhead method of removing



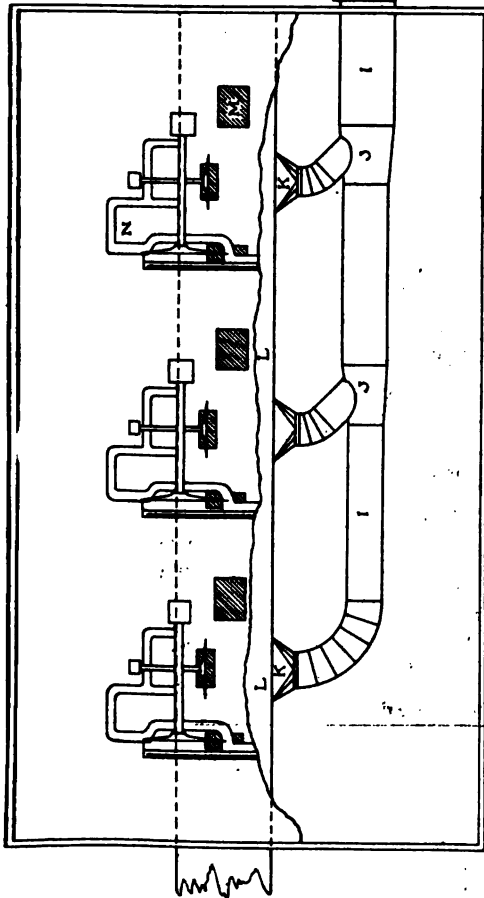
View of Main Duct of Dust Collecting Apparatus in C. B. Shingle Mill.

dust. The McCann system operates on the principle that fine as well as coarse dust, owing to its specific gravity, is more quickly and more easily drawn into a vacuum created beneath the dust than into a vacuum created above the dust. Therefore this system induces every particle of dust, whether large or small, to enter the ducts located at the base of the shingle machines, never permitting the dust to rise high enough to be inhaled by the operator as is the case with the overhead system. With a fixed power allowance for operating, the volume of air that may be handled depends entirely on the size and freedom from complication in the system of ducts through which it is handled, therefore in order to handle a large volume of air with the least expenditure of power it is necessary to use as large apparatus and ducts as practicable.

The most important thing in an installation of this kind is the protection to the workmen, which is best secured by moving the dust from the room by the shortest route, such being the case it is very fortunate that shingle mills are already provided with a conveyor under the floor and with openings into it through the floor. It is apparent that a current of air moving down through these openings will carry the dust down into the conveyor from which it may be drawn off through the ducts to the exhaust fan.

The dust is created below the level of the workman's face and is drawn down instead of up. The so-called overhead system which collects the dust at the ceiling or near the workman's head defeats the purpose for which it is intended as the current of air moving upward carries the dust past the workman's face.

The system installed at the C. B. shingle mill at Everett has all the advantages above noted and works to perfection. In explaining its operation and referring to the drawing presented herewith it is shown that 2,000 cubic feet of air per minute is drawn down through the openings in the floor (M) at each shingle machine into the conveyor (L) beneath the floor from which it is drawn off through the ducts (K) into the exhaust fan (G). One pipe opening into the conveyor at each machine

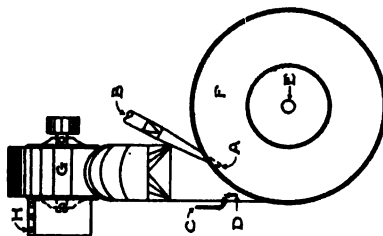


**COST AND H.P. REQUIRED
FOR AVERAGE INSTALLATION ON SIX MACHINES**

cost without cyclones	each mach.	\$ 70.00
cost with cyclones	"	110.00
horse-power required	"	1 1/2

The cost per mach decreases with increase in number of machines and increases with decrease in number of machines, H.P. remaining constant. Cost may be decreased in any case by increasing H.P. allowance.

A rectangular steam waste, 3 hose pipe ones.
B for connection to steam exhaust from any
C for connection to water. 3/4 to 1 inch pipe
D refer waste to wash mills of cyclones
E opening under cyclones for wet dust
F cyclone for separating dust from air
G exhaustor, capacity 200 cu ft. or much
H removable joint next to exhaustor
I main suction pipe, graduated
J reducing joints in section of air mach.
K rectangular connection, 3 hose pipe ones
L refuse conveyor running under floor.
M openings in floor into refuse conveyor.
N shingle machines.



DUST COLLECTING AND SEPARATING SYSTEM FOR SHINGLE MILLS.

is preferable to a greater number of smaller ones, as it offers less resistance to the flow of air. Where conditions permit, this dust-laden air may be discharged from the exhaust fan outside the building, but in instances where this dust cannot be tolerated on the premises the cyclone dust collector (F) is provided for



Fan Operating Dust Collector in C. B. Shingle Mill.

receiving the discharge from the exhaust fan. This cyclone is fitted with a nozzle (A) for receiving the exhaust steam from the engine which dampens the dust so that it may collect on the inside of the walls of the cyclone from which it is washed by the

condensation and as much additional water as may be required from the nozzle (D) ; the dust is thereby discharged through the opening at the bottom of the cyclone (E) in such a condition that it may be disposed of.

In construction, sheet metal is preferable to wood. It is very little, if any, more costly and has the advantage of offering less resistance to the flow of air and is more acceptable to the insurance underwriters who offer a larger reduction in rates because of the reduced fire risk secured by using sheet metal pipes.

The exhaust fans required for various sized mills in such installations are as follows :

<i>Number of shingle machines</i>	<i>Size of exhauster dia., inches</i>	<i>Revolu- tions of exhauster</i>	<i>Horse- power required</i>
1	35	1150	2.
2	45	925	3.5
3	55	750	5.2
4	60	690	7.5
5	75	575	11.
6	80	500	12.
7	80	545	15.
8	90	450	16.
9	90	410	17.5
10	100	400	19.5
11	100	435	24.
12	110	350	24.
13	110	325	25.
14	120	300	26.

The cost of installation would necessarily vary slightly, but the information given on the accompanying drawing gives a good average. The C. B. shingle mill in Everett, operating ten uprights, has a 100-inch fan running 400 revolutions per minute, requiring 20 H. P. and is moving 20,000 cubic feet of air per minute.

FISH CANNERIES.

Two very marked improvements were noted by the inspectors in the fish canneries of the state in the 1914 canning season as compared to the conditions found during the Bureau's investigation in the summer of 1913, referred to later in this chapter, which had doubtless existed for a number of years. These changes were, according to Factory Inspector Furber's



Lunch House at One of the Canneries at Anacortes where Free Dinners are served to the Women Workers.

report, better conditions for women help and the employment of fewer children. Prior to the investigation in 1913, when 105 complaints for violations of the child labor laws were filed and 65 convictions obtained, it had been more or less a general practice among the cannery proprietors to employ children from nine years old up without permits, but since the law has been enforced they have dispensed with all children under fifteen years of age and have taken particular pains to see that all

those that are working have permits, as stated in the chapter devoted to the discussion of Child Labor. The action of the Bureau during 1913 has served, too, to make things better for the women working in the canneries, for Mr. Furber who visited fourteen canneries while in operation this summer reports that he found matrons employed in all of them to look after and care for the women; that, with one exception, toilet and lunch rooms were better equipped for their comfort and at two places dinner was served free to all the women every day.

Thus the cannery proprietors appear to be giving greater attention to the conditions under which their employes have to work and are so bringing about a necessary improvement. In this progress, the installation of modern machinery, removing some of the disagreeable features of the business, is playing a considerable part, for it is displacing the Chinese laborer and affording employment for the white workman who will not put up with circumstances the Chinaman took stoically and for granted. As a matter of fact, when the canning of fish was first begun, before machinery had been designed to assist it and when the work had to be done by hand, the work was degrading in so many respects that the white laborer would not do it and the canneryman had to employ Orientals. But the "iron Chink" which takes the fish as it comes from the water and cuts and cleans it has done away with a great many of the worst features of the business and at the same time has displaced the Oriental, while the crimper now used to seal the cans instead of soldering them is also displacing the Chinaman, whom the cannerymen claim was more proficient than any other in doing this particular kind of work. Various influences, then, including those mentioned in the discussion of the Oriental Contract Labor System, are working toward the constant retirement of the Oriental from the fish canneries, and compelling the greater use of machinery and of the white laborer to operate it. With the passing of the Oriental goes not only the excuse but the principal cause of the deplorable working conditions that once existed in many of the canneries. Whether the canneryman wishes it or not—and

it is to be presumed that he does—circumstances which he cannot control are forcing him to improve the working conditions in his plant, until now it can be said that, all things considered, it compares quite favorably with some of the mills and factories in other lines of business.

The fish canneries form one of the largest industries in the state, an industry whose product amounted to approximately \$15,000,000 in the 1913 season and whose capital investment is enormous, so that the improvements already made and those which a stricter enforcement of the laws and changing circumstances will continue to compel, mean that one of the state's largest businesses is offering to its working men and women constantly better surroundings in which to toil. The situation is by no means ideal, but the progress now made in the fish canneries is worthy of note by those familiar with the situation a few years ago.

The year 1913 witnessed what is reputed to be the largest "run" of "sockeye" salmon on record. The "sockeye" is considered the superior fish of the salmon species, and schools of this variety of salmon course their way only once every four years from the depths of the Pacific through Puget Sound into Fraser river in British Columbia, their spawning grounds being located almost at the extreme source of that stream. It is during the course of this run from the ocean to their breeding grounds that they are caught, either by nets or fish traps, and taken to the canneries. Scientists have for years endeavored in vain to discover the reason for the phenomena of the four-year cycles in which this particular variety of salmon "runs." When the parent fish have finished spawning they die from gradual decay and as soon as their young become old enough to safely venture into larger waters they wend their way southward through Puget Sound into the salty depths of the Pacific, where they remain until maturity, and then return by the beaten trail of their ancestors to their traditional spawning grounds in Fraser river if successful in eluding the snares of the fishermen. The problem of why these fish migrate from salt to fresh water only

once every four years has never been solved; yet this condition fully explains why the fish industry is taxed to its utmost capacity every fourth season, while during the intervening years it operates at a minimum.

Therefore during this great "run" of salmon through Puget Sound in 1913 was an opportune time to observe the fish canneries of the state in operation under the most abnormal conditions, and it was during the month of August of that year that a member of the Welfare Commission and the State Labor Commissioner made an extensive tour of investigation of the labor and sanitary conditions there existing.

Sixteen of the largest canneries in the state were inspected and some of them were found to be in excellent condition and in but few instances could it be said that they were extremely bad. One of the worst cases found was that of a cannery located at Point Roberts which is almost remote from habitation. The refuse and offal had been dumped into the water over which the cannery was built upon piling, and the stench from this mass of floating refuse in course of decay was most nauseating. Other conditions in this cannery were also bad.

A half dozen canneries were found where conditions could be improved wonderfully as to cleanliness and sanitation; there were several that appeared to be in the best shape. The workrooms were not crowded, most of the buildings, with one or two exceptions, being spacious and well ventilated, and the work was thoroughly systematized. The nature of the fish canning business, however, is to a great extent responsible for the existing conditions, from a sanitary standpoint, that might be strongly condemned by casual observers unfamiliar with the peculiar conditions surrounding this industry. A general practice in all canneries is to thoroughly flush out all disagreeable refuse every night, thereby removing to a marked degree a condition that would be almost intolerable if neglected.

FEMALE AND CHILD LABOR IN CANNERIES.

Except for the women packing the fish in cans, who worked on the piece basis and themselves regulated the speed with which they proceeded, the rushing common to many of our sawmills and shingle mills was noticeably absent from the canneries. As far as this feature of the working conditions was concerned, everything seemed most orderly.

A large number of the women employed pack fish into the flat cans, the tall cans being filled by machinery, and on the piece-work basis the average woman with but little experience is able to earn from \$4.50 to \$9.00 a day, depending solely on herself and how fast she wants to work, being paid \$1.05 for every thousand cans she packs. Some there are, it is true, who are physically worn out before the season is over, but their eagerness to earn as much as they can, prompting them to work swiftly and hard, is to a great extent responsible. It is the general rule for women packers to fill the cans faster than the machines will handle them and so they have a short rest period almost every hour. Usually they work 10 hours a day, the woman's eight-hour law not applying, though sometimes they worked longer during the rush. In one or two places Indian women, who had come from nearby reservations, were found who said they had sometimes worked as high as nineteen hours a day and that when the cannery was overburdened with fish they usually went to work at six o'clock in the morning and quit at nine o'clock at night, but they also explained they were very anxious to earn all the money they could during the season. In one cannery where there was no "iron Chink" and the Indian women were cleaning fish, their hands were swollen and sore, from the work, though they were wearing canvas gloves. These women complained bitterly that it was their only opportunity during the year to earn money and therefore had to undergo long hours and trying conditions. They were receiving 20 cents per hour.

Where the women and girls work by the hour instead of the piece, they are generally paid twenty-five cents an hour, and

seldom less than twenty. The floors of the canneries being wet, they work standing on heavy planks. No Chinese women are employed and very few Japanese. All the white women are hired directly by the employer as are generally the Indian women, though in one instance the latter were under the Chinese contractor. Only two plants visited were located so far from a city that the women workers were housed near the canneries. The conditions there were not altogether inviting, very largely because the buildings were but temporary structures. Stoves were supplied in kitchens where the women and girls cooked their own meals; each room had two double-beds, to accommodate four persons; the bed-clothing was on a par with that generally provided for such places; the furniture was meager and the sanitary conditions were fair. The girls were in charge of a matron, who compelled them to be in their rooms by nine o'clock at night, under penalty of discharge.

The employment of children in the canneries is referred to considerably in another portion of the report. As far as the girls were concerned, those under 18 were employed at such work as piling empty cans, feeding them into the lacquering machines, dropping them into the various chutes, and the like, while in those plants operating can factories in connection they were feeding the tin plate into the different can-making machines. They, like the boys, were paid from fifteen to twenty cents an hour. The boys were employed at such work as pushing the finished cans around on trucks to different parts of the plant and the filled cans to the warehouses, where they also stacked them, and in the can-making department at the same kind of work the girls were doing. In one case the boys said they had worked as long as fifteen hours a day, but usually they worked ten, while the girls in the can-making department worked only eight hours on account of the eight-hour law, which applies only to that branch of the canning industry.

So far as the white laborers employed in the canneries are concerned, they were hired directly by the proprietor generally, though sometimes by the Chinese contractor, but the conditions

under which they worked are not nearly as detestable as those at one time surrounding the Chinese, because the white man will not permit them. The whites generally operate the machinery, though sometimes Japs do that kind of work, but the Chinese rarely. They work ten hours a day, except when the cannery is crowded with fish, and the skilled workman earns from \$2.50 to \$6.00 a day, the common laborer from \$2.00 to \$3.00. The conditions under which they work compare quite favorably, as previously stated, with those in most factories.

That the girls are generally able to stand up for themselves was illustrated by an incident which happened at the worst cannery from the sanitary standpoint, the investigators visited. Here the girls had gone on a strike for a raise in wages from twenty to twenty-five cents an hour, because several in the plant had been paid the larger sum although doing the same class of work. They were out two hours before their request was granted. This is the weapon, too, that the white laborer, male or female, has employed at different times to obtain better working conditions when other methods have failed, and in nearly all cases these strikes have been successful as they have occurred, in nearly every instance, at a time when the canneries were forced to yield to the demands made or suffer a tremendous loss by the fish on hand becoming spoiled.

ORGANIZED LABOR

Organized Labor.

After knocking at the door of the national government continuously for fifty years, organized labor has at last been ushered in and invited to take a seat in the national cabinet, giving it not only the recognition to which it would seem it was entitled long ago but also a voice in the councils of the nation. How great a forward step this has been for the organized labor movement is not fully appreciated, it seems to me, by those directly benefited, but whether it is or not I am satisfied that organized laboring men generally do not appreciate the constructive work that the administration of William B. Wilson, U. S. Commissioner of Labor, is doing for the laboring people generally. In this work he is entitled to the support of every fair-minded laboring man in the United States. The radical laboring man of course never supports any work of a constructive nature.

Here in the state of Washington, organized labor, appearing as a compact body through the State Federation of Labor, has been quite fortunate in seeing various reforms in working conditions it has advocated, carried out to a great extent and this, too, very largely through peaceful negotiations, always the better way, while it must also derive considerable satisfaction out of the adoption of different governmental reforms it has been seeking. In both these ways has organized labor demonstrated its influence as a factor in the industrial and political affairs of this state, but, as the Bureau sees it, what it has done toward the improvement of working conditions is of the greater importance, for it has not only brought about the improvement sought directly by organized labor but its attainment in that respect has tended to improve the situation outside its own ranks and so has been instrumental in bringing about better conditions for all working people generally, whether numbered within the ranks of organized labor or not, have been benefited by it and to a greater extent, most likely through the tendency just mentioned, than they perhaps realize.

The origin of the Washington State Federation of Labor dates back to 1896, when nine prominent trades unionists from

different sections of the state gathered at Olympia to advocate labor legislation at the request of William Blackman, then Commissioner of Labor, and formed the Washington State Labor Congress with Mr. Blackman as president and F. Stacy Whitney secretary. The Congress soon gained the enthusiastic support of the trade unions of the state and held several conventions in Olympia until, in 1902, the feeling in favor of a state central body having crystallized, the Congress met in Tacoma as the first convention of the State Federation of Labor and a charter as such was obtained from the American Federation of Labor, Mr. Blackman becoming the first president and remaining at the head of the Federation for several years. The second convention met in Seattle in 1903, the third in Spokane in 1904, and annual conventions have been the rule ever since. Ernest P. Marsh of Everett is now president and Charles Perry Taylor of Tacoma secretary, and the Federation has grown until it includes 257 affiliated local unions and 20,000 dues-paying members. The Federation, as previously stated, has always been an active advocate of labor legislation and nearly all of the remedial statutes of the last few years can be traced directly to its efforts, assisted by the co-operating organizations of the Washington State Grange and the Farmers' Unions.

To give a more graphic idea of the extent of the organized labor movement in this state, the following directory has been prepared by the Bureau from data obtained from 178 of the 233 local unions of the state affiliated with the State Federation of Labor, and is incomplete only because the officers of the other 55, in spite of several requests from this Bureau, failed to respond with the necessary information. In addition to the 233 unions affiliated with the State Federation of Labor, there are in the state 212 that are not affiliated with that body, making 445 local unions altogether. An interesting fact brought out in this directory is that the oldest local union in the state is the Seattle Typographical Union, founded in 1882, while it may be surprising to some to learn that the great majority of the 178 unions herein listed have been organized in or since 1900. This directory is as follows:

ORGANIZED LABOR.

NOTE: Benefits are divided into three classes as follows: "A" meaning sick benefit; "B" meaning death benefit; and "C" meaning unemployed benefit.

LOCATION	UNION	SECRETARY	Year organ- ized	Benefits	Saturday half holiday	MEMBERSHIP	
						Male	Female Appr.
Aberdeen.....	Bartenders	Geo. W. Hamilton	1904	A-B	No	70	.....
Aberdeen.....	Carpenters	H. G. Kirk	1901	B	No	80	.....
Aberdeen.....	Cooks and Waiters	John Dobrovich	1906	A-B	No	57	22
Aberdeen.....	Laundry Workers	Henry S. Hansen	1909	.....	No	12	40
Aberdeen.....	Musicians	Wm. Appleyard	1902	B	No	75	25
Aberdeen.....	Painters	George E. MacLoftuty	1902	B	No	40	.....
Aberdeen.....	Theatrical Stage Employees	Geo. F. Reid	1911	.....	No	21	.....
Aberdeen.....	Timber Workers	J. S. McDonald	1913	.....	No	750	.....
Aberdeen.....	Typographical	J. B. Hickin	1902	B-O	No	23	.....
Aberdeen.....	Longshoremen	Edmund B. O'Grady	1909	.....	No	40	.....
Anacortes.....	Timber Workers	Don A. Couzens	1904	.....	No	120	.....
Bellingham.....	Barbers	R. R. Johnson	1902	A-B-O	No	65	.....
Bellingham.....	Carpenters	F. W. Johnson	1901	A-B	No	104	.....
Bellingham.....	Longshore Workers	Harry Benson	1902	B	No	56	.....
Bellingham.....	Musicians	Chas. A. Rohrbacher	1902	B	No	58	.....
Bellingham.....	Painters	C. O. Graybeal	1903	B	Yes	48	7
Bellingham.....	Pressmen	F. Irving Bakunf	1911	B	No	11	.....
Bellingham.....	Retail Clerks	J. M. Jensen	1900	A-B	No	5	.....
Bellingham.....	Theatrical Stage Employees	E. H. Southern	1904	B	No	20	.....
Bellingham.....	Timber Workers	Harry Oall	1902	.....	No	125	.....
Bellingham.....	Typographical	Federick M. Harper	1899	B	No	45	.....
Black Diamond.....	Labor	George P. Fulford	1913	.....	No	18	.....
Black Diamond.....	Miners	Isaac Shidmore	1907	.....	No	700	.....
Bremerton.....	Machinists	L. F. Allison	1901	A-B	Yes	100	.....
Burnett.....	Miners	D. O'Neill	1907	.....	No	300	.....
Carbonado.....	Miners	John Hopkins	1909	.....	No	540	.....
Cle Elum.....	Bartenders, Cooks and Waiters	J. B. Thorber	1909	A-B	No	34	.....
Cle Elum.....	Labor	Theodore Fischer	1913	.....	No	50	10
Cle Elum.....	Miners	H. J. Burge	1904	.....	No	450	.....
Cle Elum.....	Musicians	James Bertello	1910	.....	No	55	.....
Ellensburg.....	Oar Repairing	G. A. Bates	1913	.....	No	40	.....
Ellensburg.....	Typographical	A. J. Tiller	1912	.....	No	11	.....

ORGANIZED LABOR.—Continued.

LOCATION	UNION	SECRETARY	Year organ- ized	Benefits	Saturday half holiday	MEMBERSHIP	
						Male	Female Appr.
Elma.....	Timber Workers	W. S. Arnold.....	1903	.....	No	80	.....
Enumclaw.....	Musicians	J. O. Johnson.....	1902	B	No	106	8
Everett.....	Barbers	W. O. McAlister.....	1903	A-B	No	81	4
Everett.....	Carpenters	W. T. Linahan.....	1913	A-B	No	130	3
Everett.....	Cigar Makers	A. E. Crandell.....	1900	A-B-C	Yes	13	6
Everett.....	Labors	Jos. Techida.....	1902	B	Yes	20	2
Everett.....	Cooks and Waiters	Fred Cuffin.....	1902	A-B	No	46	80
Everett.....	Loughshoremen	H. Thompson.....	1884	B	No	50	.....
Everett.....	Musicians	John Lyons.....	.....	.....	No	96	12
Everett.....	Musicians	Chas. G. Sundstrom.....	1886	B	No	80	13
Everett.....	Painters	Frank C. Wagner.....	1901	B	Yes	35	1
Everett.....	Plumbers and Fitters	F. E. Munyfield.....	1900	A-B	Yes	17	.....
Everett.....	Steam Engineers	B. Shuman.....	1908	.....	No	25	1908
Everett.....	Theatrical Stage Employees	M. B. Bean.....	1910	.....	No	23	1
Everett.....	Tailors	Alfred Lund.....	.....	A-B	No	30	9
Everett.....	Timber Workers	C. Crane.....	1902	B	No	800	50
Everett.....	Typographical	E. Marcuson.....	1901	.....	No	35	1901
Franklin.....	Miners	Peter Colman.....	1907	.....	No	175	1907
Hoquiam.....	Bartenders	J. P. Tys.....	1904	A-B	No	40	.....
Hoquiam.....	Plumbers and Fitters	J. H. Leitch.....	1909	A-B	Yes	5	.....
Hoquiam.....	Tailors	Chas. Lindow.....	1900	A-B	No	25	1
Index.....	Timber Workers	Henry C. Hoffman.....	1913	.....	No	75	.....
Kapowdin.....	Timber Workers	John Johnson.....	1905	.....	No	50	.....
La Conner.....	Fishermen	C. S. Vail.....	1906	.....	Yes	80	.....
Mayville.....	Timber Workers	Jacob J. Salo.....	1903	.....	No	200	9
Meadota.....	Miners	Peter Henretty.....	1910	B	No	97	.....
Monesano.....	Timber Workers	W. LaLone.....	1909	.....	No	30	.....
Mukilteo.....	Loughshoremen	Edward Gove.....	.....	B	No	35	.....
New Castle.....	Miners	Archie H. Johnson.....	1907	A	No	248	.....
North Yakima.....	Bartenders	M. J. Mechtel.....	1910	.....	No	40	2
North Yakima.....	Theatrical Stage Employees	A. Bartholot.....	1910	.....	No	20	.....
Olympia.....	Barbers	W. A. Husk.....	1902	A-B	No	15	2
Olympia.....	Bartenders	Ray Baker.....	1910	A-B	No	35	.....

ORGANIZED LABOR.—Continued.

LOCATION	UNION	SECRETARY	Year organ- ized	Benefits	Saturday half holiday	MEMBERSHIP	
						Male	Females/Prpr.
Olympia.....	Oulnary	F. McCallum	1911	A-B	No	25	10
Olympia.....	Retail Clerks	H. A. Dittmars	1901	A-B	No	39	6
Olympia.....	Tailors	L. Lillard	1891	A-B	No	8	2
Olympia.....	Timber Workers	C. L. Gilman			No	75	
Olympia.....	Typographical	Geo. L. Levy	1890	B	No	23	1
Olympia.....	Painters	F. M. Kendrick	1908	B	No	20	6
Palmier.....	Miners	Harry Anderson	1910		No	58	
Pasco.....	Bar-tenders	Fred N. McKenzie	1908		No	28	
Pasco.....	Carmen	Chas. Marvin			No	75	
Pasco.....	Carpenters	W. J. Estes	1907	A	No	30	
Port Angeles.....	Bar-tenders, Cooks and Waiters	Chas. E. Cox	1913	A-B	No	22	8
Port Gamble.....	Longshoremen	Peter E. Jackson	1904		No	34	
Port Ludlow.....	Longshoremen	F. Werner	1908		No	25	
Raymond.....	Bar-tenders	G. J. Kirschner	1909		No	27	
Raymond.....	Carpenters	Vern English	1909	B	No	25	
Raymond.....	Timber Workers	Fred B. Norman	1908		No	262	
Raymond.....	Miners	Orrell Moes	1908		No	200	
Revensdale.....	Timber Workers	Albert Johnson	1913		No	75	
Reyn.....	Miners	Geo. Nicholson	1912		No	100	
Reyn.....	Miners	Thos. Walmsley	1904		No	250	
Reyn.....	Miners	Geo. F. McCulloch	1907		No	195	
Seattle.....	Barbers	A. F. Giesch	1900	A-B	No	305	75
Seattle.....	Bakers	T. H. Bolton	1900	A-B	No	200	
Seattle.....	Bar-tenders	Fred Campbell	1908	A-B	No	500	
Seattle.....	Brewers	Otto Haring	1897	B	No	290	10
Seattle.....	Brewers	James Durham	1900	B	No	140	5
Seattle.....	Brewery Drivers	J. C. Taylor	1901		No	108	
Seattle.....	Brewers	H. W. Bowman	1901		No	40	
Seattle.....	Book-Binders	Walter N. Reddick	1901	B	No	37	67
Seattle.....	Bridge Workers	Sooty Hofseditz	1904	A-B	Yes	120	10
Seattle.....	Carpenters	F. M. Sharp	1904	A-B	Yes	34	
Seattle.....	Carpenters	J. L. Hardy	1897	A-B	Yes	1,100	
Seattle.....	Cigar Makers	W. L. Stephens	1897	A-B-O	No	35	4
Seattle.....	Cooks	J. H. Fraser	1900	A-B	No	850	
Seattle.....	Horsehoers	J. M. McMillan	1899		No	45	2

ORGANIZED LABOR.—Continued.

LOCATION	UNION	SECRETARY	Year organ- ized	Benefits	Saturday half holiday	MEMBERSHIP	
						Male	Female Appr.
Seattle.....	Electrical Workers	G. W. Johnson.....	1900	A-B	Yes	141	.....
Seattle.....	Marine Cooks	Leonard Norkgauer.....	1901	B	No	300	.....
Seattle.....	Butchers	J. S. Bowers.....	1900	A-B	No	180	.....
Seattle.....	Metal Polishers	C. E. McKenna.....	1907	A-B	No	36	.....
Seattle.....	Milk Wagon Drivers	E. J. Lanning.....	1909	A-B	No	130	.....
Seattle.....	Moving Picture Operators	A. H. McQuesten.....	1908	.....	No	78	.....
Seattle.....	Musicians	O. M. Snyder.....	1900	B	No	210	.....
Seattle.....	Photo Engravers	J. R. Randa.....	1908	B	Yes	45	.....
Seattle.....	Plasterers	E. E. Oummlins.....	1907	B	Yes	175	6
Seattle.....	Plumbers and Fitters	Frank W. Ootterill.....	1907	A-B	Yes	100	30
Seattle.....	Post Office Clerks	Wm. D. Swarthout.....	1908	A-B	No	121	4
Seattle.....	Pole Raisers	J. H. Frost.....	1907	B	No	12	.....
Seattle.....	Pressmen	Harry F. Larimer.....	1905	B	No	70	10
Seattle.....	Freemen	Geo. W. Anderson.....	1909	B	No	85	.....
Seattle.....	Sailors	P. B. Gill.....	1905	A-B	No	4,500*	.....
Seattle.....	Theatrical Stage Employes	C. G. Ollse.....	1907	B	Yes	190	20
Seattle.....	Shingle Weavers	E. A. Clark.....	1908	.....	No	56	7
Seattle.....	Steam Engineers	Paul Wanless.....	1909	.....	No	250	.....
Seattle.....	Steam Fitters' Helpers	John Sandel.....	1908	.....	No	85	.....
Seattle.....	Teamsters	C. H. Baker.....	1908	A-B	Yes	25	.....
Seattle.....	Waitresses	R. W. Green.....	1902	B	No	650	.....
Seattle.....	Typographical	R. M. McCullough.....	1900	A-B	No	440	85
Seattle.....	Waiters	Alice M. Lord.....	1900	A-B	No	314	2
Seattle.....	Walters	Ed. T. Levi.....	1906	.....	No	90	.....
Spokane.....	Carpenters	O. J. London.....	.....	.....	No	100	.....
Spokane.....	Timber Workers	Chas. M. Martin.....	1915	.....	No	14	.....
South Bend.....	Barenders	H. C. Newton.....	1913	.....	No	125	.....
Spokane.....	Timber Workers	Oscar Hartman.....	1909	A-B	No	125	85
Spokane.....	Bakery Workers	Wm. Horn.....	1902	A	No	285	.....
Spokane.....	Barenders	Carl L. Edman.....	1902	B	No	40	1
Spokane.....	Boiler Makers	R. L. Mason.....	1902	B	No	23	2
Spokane.....	Book-Binders	M. E. Brunk.....	1902	.....	No	25	.....
Spokane.....	Bottlers	J. T. Miles.....	1902	.....	No	34	.....
Spokane.....	Brewery Workers	Gottfried Lechl.....	1902	.....	No	34	.....
Spokane.....	Bridge Workers	Chas. Sears.....	1908	B	Yes	50	2

ORGANIZED LABOR.—Continued.

LOCATION	UNION	SECRETARY	Year organized	Benefits	Saturday half holiday	MEMBERSHIP	
						Male	Female/Apprentice
Spokane.....	Carpenters.....	E. H. Libs.....	1889	A-B	Yes	425	10
Spokane.....	Cigar Makers.....	W. A. Mitchell.....	1897	A-B-C	Yes	65	3
Spokane.....	Retail Clerks.....	M. S. Hanover.....	.....	A-B	No	50	.....
Spokane.....	Cooks and Helpers.....	Chas. C. Gray.....	1902	B	No	106	.....
Spokane.....	Electrical Workers.....	C. R. Marat.....	1894	B	No	60	10
Spokane.....	Machinists.....	Leigh J. Rothwell.....	1900	.....	No	180	16
Spokane.....	Moving Picture Operators.....	W. G. Sloan.....	1908	B	No	30	.....
Spokane.....	Photo Engravers.....	A. C. Sainave.....	1908	.....	No	12	3
Spokane.....	Plumbers and Fitters.....	H. S. W. English.....	1899	A-B	Yes	20	.....
Spokane.....	Pressmen.....	Gurt Vanderhals.....	1899	B	No	85	.....
Spokane.....	Theatrical Stage Employees.....	Robert H. Devereaux.....	1901	.....	No	88	4
Spokane.....	Sheet Metal Workers.....	Chas. J. Wiseman.....	1901	B	No	44	7
Spokane.....	Steam Fitters.....	Wm. T. Murphy.....	1910	A-B	Yes	15	8
Spokane.....	Teamsters.....	Ed. McLaughlin.....	1905	.....	No	75	.....
Spokane.....	Typographical.....	G. B. Knott.....	1896	.....	No	200	16
Spokane.....	Shingle Weavers.....	E. Davidson.....	1908	.....	No	22	8
Skamokawa.....	Bakery Workers.....	J. W. Hartley.....	1904	A-B	No	40	15
Tacoma.....	Barbers.....	Res. Last.....	1900	A-B	No	165	.....
Tacoma.....	Bartenders.....	W. O. McFarland.....	1909	A-B	No	195	7
Tacoma.....	Book-Binders.....	Frank Hornig.....	1907	B	No	17	4
Tacoma.....	Brewery Workers.....	B. F. Hammond.....	1886	.....	No	92	3
Tacoma.....	Carpenters.....	L. Richter.....	1886	A-B	Yes	150	.....
Tacoma.....	Cigar Makers.....	Elmer Lewis.....	1890	A-B-C	Yes	60	3
Tacoma.....	Cooks and Waiters.....	Gus E. Hammar.....	1901	A-B	No	151	60
Tacoma.....	Machinists.....	M. W. Hughes.....	1909	A-B	No	70	2
Tacoma.....	Moving Picture Operators.....	James O. Ryan.....	1909	.....	No	30	.....
Tacoma.....	Plumbers and Fitters.....	Ray Moon.....	1899	A-B	Yes	40	.....
Tacoma.....	Sheet Metal Workers.....	R. W. Brooks.....	1907	A-B	Yes	35	6
Tacoma.....	Stenographers.....	Tom W. Reynolds.....	1901	A-B	No	10	2
Tacoma.....	Teamsters.....	Frank G. Labrash.....	1893	A B	No	120	.....
Tacoma.....	Typographical.....	Eugene Goodrich.....	1909	.....	No	145	15
Tono.....	Millers.....	Stanley Sayce.....	1909	B	No	102	.....
Vancouver.....	Machinists.....	Bob Jensen.....	1909	.....	No	21	5
Walla Walla.....	Barbers.....	N. J. Nicholson.....	1902	A-B	No	30	3
Walla Walla.....	Bartenders.....	F. B. Morris.....	1908	A-B	No	65	.....

ORGANIZED LABOR—Continued.

LOCATION	UNION	SECRETARY	Year organ- ized	Benefits	Saturday half holiday	MEMBERSHIP	
						Male	Female/Appr.
Walla Walla.....	Brewery Workers	H. E. Coaton.....	1904	.....	No	17	.....
Walla Walla.....	Carpenters.....	C. R. Nelson.....	1902	B	No	115	.....
Walla Walla.....	Cigar Makers.....	Geo. Surbeck.....	1900	A-B-O	No	21	4
Walla Walla.....	Butchers.....	Fred Buchlinor.....	.....	B	No	22	2
Walla Walla.....	Theatrical Stage Employees	Henry Blackman.....	1912	.....	No	23	2
Walla Walla.....	Typographical.....	H. F. Hemenz.....	1900	.....	No	26	3
		Totals.....	.....	.....	.....	24,006	988
							582

* The 4,500 members of the Sailors Union noted above constitute the entire membership of that organization on the Pacific Coast, with headquarters in San Francisco and branch agency in Seattle.

YEARS OF ORGANIZATION OF UNIONS.

- 13 Unions were organized in the years from 1882 to 1889, inclusive.
- 8 Unions were organized in the years from 1890 to 1894, inclusive.
- 10 Unions were organized in the years from 1895 to 1899, inclusive.
- 72 Unions were organized in the years from 1900 to 1904, inclusive.
- 37 Unions were organized in the years from 1905 to 1909, inclusive.
- 25 Unions were organized in the years from 1909 to 1913, inclusive.
- 13 Unions failed to report year of organization.

178 Total unions.

Accompanying the directory is the following table, showing the hours and wages under organized labor and bringing out in a striking way the general progress made since 1900 in the unions' campaign for a shorter work-day and better wages. A careful scrutiny of the table will reveal that the instances where the wages remain the same or less than they were in 1900 are very rare, while increases are the general rule, varying to some extent, of course, in different parts of the state. It might also be mentioned that the musicians have the shortest work-day of any of the unions, theirs being but six hours, while the printers come next with seven, seven-and-a-half and eight-hour days. Other interesting figures may be gleaned by comparing this table with the one showing the hours and wages prevailing in 787 manufacturing establishments in the state, which appears in another section of this report.

TABLE SHOWING HOURS AND WAGES UNDER ORGANIZED LABOR.

LOCALITY	OCCUPATION	Hours per Day			Wages per Day			Pct. idle
		1900	1910	1913	1900	1910	1913	
Aberdeen.....	Bartenders			8		\$8 50	\$2 92	.....
Aberdeen.....	Carpenters			8			4 00	17
Aberdeen.....	Cooks and Waiters:							
	Walters		12	12		2 00	2 00	.....
	Cooks		8	8		1 50	1 50	.....
	Cooks		12	12		3 00	3 00	.....
	Assistants		12	12		1 50	1 50	.....
Aberdeen.....	Laundry Workers:							
	Male		8	8		2 60	2 60	.....
	Female		8	8		1 37	1 37	.....
Aberdeen.....	Musicians	6	6	6	\$8 00	3 00	3 00	10
Aberdeen.....	Painters	10	8	8	3 00	4 00	4 00	.....
Aberdeen.....	Stage Employees				75	75	1 25	.....

Table Showing Hours and Wages Under Organized Labor.—Continued.

LOCALITY	OCCUPATION	Hours per Day			Wages per Day			Pet. idle
		1900	1910	1913	1900	1910	1913	
Aberdeen.....	Timber Workers (No. 10):							
	Shingle sawyers			10			5 50	
	Flers			10			6 50	
	Knot sawyers			10			4 50	
	Packers			10			3 80	
Aberdeen.....	Typographical		8	8		4 25	4 75	
Anacortes.....	Longshoremen's Assn.	9	9	9	3 60	3 60	4 05	30
Anacortes.....	Timber Workers:							
	Shingle sawyers		10	10		5 00	5 00	20
	Packers		10	10		3 00	3 00	20
	Sawmill workers		10	10		2 00	2 25	
	Drag sawyers		10	10		3 75	3 00	
	Boilermen		10	10		4 75	4 00	
Bellingham.....	Barbers	11	10	9½	3 00	3 00	2 55	10
Bellingham.....	Carpenters	9	8	8	2 70	3 00	4 00	25
Bellingham.....	Longshore Workers			9			4 50	
Bellingham.....	Musicians					5 00	5 00	
Bellingham.....	Painters		8	8		4 00	4 00	15
Bellingham.....	Pressmen:							
	Web press		8	8		4 50	5 00	
	Cylinder press		8	8		3 00	3 50	30
	Platen press		8	8		2 75	2 75	30
Bellingham.....	Timber Workers:							
	Shingle weavers		10	10		4 00	4 00	40
	Logging		10	10		3 75	3 75	40
	Sawmill work		10	10		2 50	2 50	35
Bellingham.....	Printers:							
	Newspapers		7½	7½		4 75	5 00	17
	Job offices		8	8		3 50	4 25	17
Black Diamond	Mine Workers:							
	Miners	8	8	8	3 00	3 60	3 80	
	Inside labor	10	8	8	2 25	3 00	3 15	
	Engineers	12	8	8	3 00	3 20	3 40	
	Outside labor	10	8	8	2 00	2 50	2 60	
Bremerton.....	Machinists	8	8	8	3 80	4 00	4 00	2
Burnett.....	Mine Workers:							
	Coal miner	10	8	8	2 75	3 60	3 80	
	Inside labor	10	8	8	2 25	3 00	3 15	
	Outside labor	10	8	8	2 00	2 45	2 60	
Carbonado.....	Mine Workers (Coal):							
	Miners		8	8		3 80	3 80	
	Outside labor		8	8		2 60	2 60	
	Mine laborers		8	8		3 15	3 15	
	Drivers in mine		8	8		3 35	3 35	
	Bunker boys		8	8		1 45	1 45	
	Bunker men		8	8		2 43	2 43	
Ole Elum.....	Bartenders			10			3 50	3
	Cooks			12			3 00	
	Waiters			12			2 50	2
	Waitresses			8			1 30	
Ole Elum.....	Federal Union:							
	Laundry workers	12	10	8	\$0 75	\$1 00	\$1 50	10
	Bakers	12	10	9	2 50	3 00	3 50	
	Butchers	15	12	10	2 00	2 50	3 00	5
	Clerks	12	12	10	2 00	2 00	2 50	2
	Teamsters	10	10	10	2 00	2 50	2 80	4
Ellensburg.....	Car Repairing	10	10	10	2 30	2 50	2 70	
Ellensburg.....	Typographical:							
	Comp. and press						3 50	10
Everett.....	Barbers	14	12	9½	60%	60%	2 67	
Everett.....	Bartenders			8½			4 17	
Everett.....	Carpenters	9	8	8	3 00	4 50	4 50	40
Everett.....	Organ Makers	8	8	8	2 75	2 75	2 75	25

Table Showing Hours and Wages Under Organized Labor.—Continued.

LOCALITY	OCCUPATION	Hours per Day			Wages per Day			Pct. idle
		1900	1910	1913	1900	1910	1913	1913
Everett.....	Common labor	10	8	8	2 50	2 50	2 50	5
	Concrete labor	10	8	8	2 50	3 00	3 00	5
	Brick wheelers	10	8	8	2 50	3 00	3 00	10
	Scaffold building	10	8	8	2 75	3 50	3 50	10
	Mortar men, etc.	10	8	8	2 75	3 50	4 00	10
	Plaster tenders	10	8	8	2 75	3 50	4 00	5
	Wheeling mortar	10	8	8	2 75	3 50	3 50	10
Everett.....	Hotel and Restaurant:							
	Cooks		11	11		2 50	3 00	15
	Waiters		10	10		2 00	2 50	10
	Waitresses		10	8		1 25	1 20	5
	Helpers		12	11		1 50	1 75	10
Everett.....	Longshoremen	9	9	9	3 60	4 50	4 50	50
Everett.....	Machinists		9	9		3 25	4 05	.....
Everett.....	Painters	8	8	8	3 00	4 00	4 50	4
Everett.....	Plumbers	8	8	8	4 50	6 00	6 00	25
Everett.....	Stationary Engineers		10	10		4 00	4 00	1
Everett.....	Tailors:							
	Men's work			10			3 50	.....
	Ladies' tailoring—male			9			4 00	.....
	Ladies' tailoring—female			8			2 50	.....
Everett.....	Timber Workers:							
	Shingle weavers			10	3 50	4 00	4 00	40
	Sawmill workers			10			2 25	60
Everett.....	Typographical:							
	Linotype operators	9	8	7½	4 00	4 50	4 75	10
	Machinist operators	9	8	7½	4 50	5 00	5 00	.....
	News compositors	9	8	7½	3 00	4 50	4 75	10
	Job compositors	9	8	8	3 00	4 00	4 50	10
Franklin.....	Mine Workers	8	8	8	3 80	3 50	3 80	.....
Hoquiam.....	Bartenders			10		3 75	3 75	3
Hoquiam.....	Plumbers	8	8	8			6 00	30
Hoquiam.....	Tailors	10	10	9	3 00	3 00	3 50	.....
Hoquiam.....	Timber Workers:							
	Shingle weavers	10	10	10		5 00	5 00	5
	Sawmill workers	10	10	10		2 50	2 50	25
	Loggers	10	10	10		3 00	3 00	25
Kapowsin.....	Timber Workers:							
	Shingle weavers		10	10	3 25	3 75	3 75	.....
	Sawmill workers		10	10		2 25	2 25	.....
Marysville.....	Lumber Workers:							
	Drag sawyers		10	10	3 00	3 50	4 00	.....
	Knee bolters		10	10			5 00	.....
	Sawyers—piece		10	10	4 50	5 50	6 50	.....
	Filers		10	10	5 00	6 00	7 00	.....
	Packers		10	10			5 00	.....
	Packers		10	10			3 00	.....
	Common labor		10	10			2 25	.....
	Common labor		10	10			3 00	.....
Melmont.....	Mine Workers:							
	Miners and timbermen		8	8		3 80	3 80	5
	Timber packers		8	8		3 15	3 15	5
	Other packers		8	8		2 70	2 70	5
	Laborers and boys					1 70	1 70	5
Mendota.....	Mine Workers (Coal)	8	8	8	3 80	3 80	3 80	40
Montesano.....	Timber Workers:							
	Shingle weavers	10	10	10		2 00	2 00	12½
	Shingle weavers	10	10	10		3 50	3 50	12½
	Loggers			10		2 00	2 00	33
	Loggers			10		5 00	5 00	33
Mukilteo.....	Longshoremen	9	9	9	4 50	4 50	4 50	.....
Newcastle.....	Mine Workers		8	8			3 00	.....
North Yakima.....	Bartenders	11	10-11	8-9	3 50	3 00	3 50	2
North Yakima.....	Bartenders	11	10-11	8-9	3 50	3 50	4 50	2
North Yakima.....	Stage Employees:							
	Carpenters			8			4 00	25
	Motion picture operators			8			4 00	25
	Other stage employees			8			3 00	25

Table Showing Hours and Wages Under Organized Labor.—Continued.

LOCALITY	OCCUPATION	Hours per Day			Wages per Day			Pct. idle
		1900	1910	1913	1900	1910	1913	
Olympia.....	Barbers	10	9½	9½	2 67	2 85	2 85	.....
Olympia.....	Bartenders .....	.....	10	10	.....	3 50	3 50	10
Olympia.....	Painters	10	9	8	2 50	2 50	4 00	10
Olympia.....	Tailors	10	10	10	2 50	.....	3 25	.....
Olympia.....	Timber Workers:	.....	.....	.....	.....	.....	.....	.....
.....	Shingle weavers .....	.....	.....	10	.....	.....	8 00	.....
.....	Shingle weavers .....	.....	.....	10	.....	.....	5 00	.....
.....	Sawmill workers .....	.....	.....	10	.....	.....	2 00	.....
.....	Sawmill workers .....	.....	.....	10	.....	.....	3 00	.....
Olympia.....	Typographical	8	8	7½	3 00	4 00	4 25	5
Palmer.....	Mine Workers:	.....	.....	.....	.....	.....	.....	.....
.....	Outside labor .....	.....	8	8	.....	2 60	2 60	.....
.....	Engineers .....	.....	8	8	.....	3 40	3 40	.....
.....	Firemen .....	.....	8	8	.....	2 90	2 90	.....
.....	Inside labor .....	.....	8	8	.....	3 15	3 15	.....
.....	Miners .....	.....	8	8	.....	3 80	3 80	.....
.....	Drivers .....	.....	8	8	.....	3 35	3 35	.....
Pasco.....	Railway Carmen:	.....	.....	.....	.....	.....	.....	.....
.....	Carpenters .....	.....	.....	10	.....	.....	2 95	25
.....	Car repairers .....	.....	.....	10	.....	.....	2 65	25
.....	Car repairers .....	.....	.....	10	.....	.....	2 50	25
.....	Helpers .....	.....	.....	10	.....	.....	2 40	25
Pasco.....	Carpenters .....	.....	9	8	.....	3 50	4 00	.....
Port Angeles..	Bartenders .....	.....	.....	9	.....	.....	3 50	8
.....	Cooks .....	.....	.....	12	.....	.....	3 00	8
.....	Waiters .....	.....	.....	12	.....	.....	2 00	8
.....	Waitresses .....	.....	.....	8	.....	.....	1 67	8
.....	Dishwashers .....	.....	.....	9	.....	.....	1 50	8
Port Gamble..	Longshoremen	10	9	9	4 00	4 50	4 80	24
Port Ludlow..	Longshoremen	9	9	9	4 50	4 50	4 50	.....
.....	Siderunners, tenders, etc.	.....	.....	.....	5 40	5 40	5 40	.....
Raymond.....	Bartenders	9½	9½	9½	.....	3 50	3 50	10
Raymond.....	Carpenters .....	.....	9	8	.....	3 50	4 00	.....
Raymond.....	Timber Workers:	.....	.....	.....	.....	.....	.....	.....
.....	Flers	10	10	10	5 00	6 50	7 00	25
.....	Sawyers	10	10	10	4 00	5 00	5 50	25
.....	Packers	10	10	10	2 50	3 00	3 00	25
.....	Other skilled labor.....	10	10	10	.....	.....	2 75	25
.....	Other skilled labor.....	10	10	10	.....	.....	4 00	25
.....	Common labor	10	10	10	.....	.....	2 25	25
.....	Common labor	10	10	10	.....	.....	2 75	25
Redmond.....	Timber Workers:	.....	.....	.....	.....	.....	.....	.....
.....	Packers	10	10	10	.....	.....	3 75	.....
.....	Flers and sawyers	10	10	10	.....	.....	5 50	.....
.....	Knot sawyers and knee bolts	10	10	10	.....	.....	4 00	.....
.....	Dray sawyers	10	10	10	.....	.....	3 00	.....
.....	Common labor	10	10	10	.....	.....	2 50	.....
Roslyn.....	Mine Workers:	.....	.....	.....	.....	.....	.....	.....
.....	Miners and other skilled.....	.....	8	8	.....	3 80	3 80	.....
.....	Drivers and rope riders.....	.....	8	8	.....	3 35	3 35	.....
Roslyn.....	Mine Workers—Miners	10	.....	8	.....	.....	3 50	.....
.....	Drivers, etc.	10	.....	8	3 50	3 15	3 35	.....
Roslyn.....	Mine Workers (Coal):	.....	.....	.....	.....	.....	.....	.....
.....	Miners and other skilled.....	8	8	8	.....	3 80	3 80	10
.....	Drivers .....	.....	8	8	.....	3 35	3 35	10
.....	Common labor, inside.....	.....	8	8	.....	3 15	3 15	10
.....	Outside labor .....	.....	8	8	.....	2 60	2 60	10
.....	Engineers .....	.....	8	8	.....	3 40	3 40	10
Seattle.....	Barbers .....	.....	.....	.....	2 50	3 00	3 00	5
Seattle.....	Bakers:	.....	.....	.....	.....	.....	.....	.....
.....	Foremen	12	8	8	3 67	4 17	4 17	25
.....	Second hands	12	8	8	2 67	3 33	3 33	25
.....	Helpers	12	8	8	2 00	2 00	2 00	25
.....	Helpers	12	8	8	3 33	2 33	2 33	25
.....	Apprentices	12	8	8	1 50	1 50	1 50	.....
Seattle.....	Bartenders	12	10	10	2 75	3 50	3 50	8

Table Showing Hours and Wages Under Organized Labor.—Continued.

LOCALITY	OCCUPATION	Hours per Day			Wages per Day			Pct. idle
		1900	1910	1913	1900	1910	1913	
Seattle.....	Brewers and Maltsters.....	10	8	8	3 16	4 00	15	
Seattle.....	Brewery Bottlers	8	8	8	1 57	2 67	3 00	5
Seattle.....	Brewery Bottlers	8	8	8	2 00	3 17	3 50	5
Seattle.....	Brewery Drivers	12	9	9	3 00	3 85	3 85	5
Seattle.....	Brewery Engineers	8	8	8	4 00	4 00	10	
Seattle.....	Firemen, oilers, repairers.....	8	8	8	3 15	3 50		
Seattle.....	Bookbinders	9	8	8	3 00	3 75	3 75	10
Seattle.....	Bookbinders, etc.	9	8	8	3 50	4 50	4 50	10
Seattle.....	Book sewing	9	8	8	2 00	2 00	10	
Seattle.....	Book sewing	9	8	8	2 33	2 33	10	
Seattle.....	Folding	9	8	8	1 67	1 67	10	
Seattle.....	Folding	9	8	8	2 00	2 00	10	
Seattle.....	Bridge and Struc. Iron.....	8	8	8	4 50	4 80	5 00	20
Seattle.....	Carpenters	8	8	8	3 50	4 00	4 50	50
Seattle.....	Carpenters	8	8	8	3 00	4 50	4 50	50
Seattle.....	Cigar Makers	8	8	8	3 00	3 25	3 00	4
Seattle.....	Inside Wiremen	8	8	8	2 50	5 00	5 00	13
Seattle.....	Cooks and Assistants.....	11	11	10	3 00	3 50	3 50	25
Seattle.....	Cooks, etc. (Marine):.....							
Seattle.....	1st cooks and bakers.....				2 30	2 47	2 47	10
Seattle.....	2nd cooks and butchers.....				1 64	1 97	1 97	10
Seattle.....	3rd cooks and pantrymen.....				1 31	1 48	1 48	10
Seattle.....	Waiters	13	12	11	82	99	99	15
Seattle.....	Electrical Assistants	8	8	8	2 25	2 75	3 25	
Seattle.....	Horseshoers	9	9	9	4 00	4 00	4 00	
Seattle.....	Meat Outters			11	3 00	3 00	3 33	20
Seattle.....	Metal Polishers	8	8	8	3 50	3 50	3 50	40
Seattle.....	Fixture makers and electro platers	8	8	8	4 00	4 00	4 00	25
Seattle.....	Milk Wagon Drivers.....	10	10	10			3 00	4
Seattle.....	Moving Picture Operators.....		8	8	3 57	3 57		
Seattle.....	Photo Engravers:							
Seattle.....	Photographing		8	8	4 50	5 00	12	
Seattle.....	Etching, color artist and finishing		8	8	4 00	5 00	12	
Seattle.....	Stripping and printing.....		8	8	3 90	4 50	12	
Seattle.....	Routing and blocking.....		8	8	3 90	4 60	12	
Seattle.....	Proofing		8	8	3 50	4 17	12	
Seattle.....	Plasterers	8	8	8	6 00	6 00	6 00	50
Seattle.....	Plumbers and Gas Fitters.....	8	8	8	5 50	6 50	6 00	40
Seattle.....	Post Office Clerks:							
Seattle.....	Clerical work	9	8	8	1 66	2 20		
Seattle.....	Clerical work	9	8	8	3 30	3 30		
Seattle.....	Groundmen and Electric Ass't	8	8	8	2 25	2 75	3 00	
Seattle.....	Printing Press Assistants:							
Seattle.....	Cylinder feeders		8	8	2 58	2 58	1	
Seattle.....	Platen feeders		8	8	2 16	2 16	10	
Seattle.....	Apprentices		8	8	2 75	2 75		
Seattle.....	Printing Pressmen	9	8	8	3 50	4 25	4 25	10
Seattle.....	Seamen	10	9	9	1 50	1 67	1 67	
Seattle.....	Sheet Metal Workers.....	8	8	8	4 00	4 50	5 00	90
Seattle.....	Shingle Weavers:							
Seattle.....	Sawyers	10	10	10	4 50	5 00	5 00	
Seattle.....	Filers	10	10	10	5 00	5 50	5 50	
Seattle.....	Packers and knee bolters.....	10	10	10	3 50	4 00	4 00	
Seattle.....	Clippers, knot and drag sawyers	10	10	10	3 00	3 50	3 50	
Seattle.....	Steam Fitters		8	8	3 00	3 00	25	
Seattle.....	Teamsters	10	10	10	2 00	2 25	2 50	
Seattle.....	Teamsters	10	10	10	2 75	3 00	3 25	
Seattle.....	Typographical	8	7	7	4 35	5 00	5 25	10
Seattle.....	Waitresses	11	10	8	1 20	1 60	1 50	
Seattle.....	Waiters	12	10	10	1 42	2 00	2 50	20
Snohomish.....	Carpenters		8	8	3 60	4 00	25	

Table Showing Hours and Wages Under Organized Labor.—Continued.

LOCALITY	OCCUPATION	Hours per Day			Wages per Day			Pct. idle
		1900	1910	1913	1900	1910	1913	
Snohomish....	Shingle Weavers:							
	Block sawyers and knee bolters	10	10	10		5 00		
	Drag and knot sawyers	10	10	10		4 00		10
	Hand machine sawyers	10	10	10		4 50		
	Packers	10	10	10		3 50		20
	Talleymen	10	10	10		3 00		
	Helpers	10	10	10		2 50		
South Bend....	Bartenders					3 50		
South Bend....	Timber Workers:							
	Shingle weavers	10	10	10		4 50	5 00	
	Knot sawyers	10	10	10		3 00	3 50	
	Packers	10	10	10		3 00	3 75	
Spokane.....	Bakers and Confectionary:							
	Foremen (Night shift 8 hours)	10	9	9	3 00	4 15	4 35	10
	Bench hands (Night shift 8 hours)	10	9	9	2 50	3 30	3 50	10
Spokane.....	Bartenders	10	10	10	3 00	3 00	3 50	20
Spokane.....	Boilermakers	10	9	9	4 00	3 91	4 18	2
Spokane.....	Bookbinders:							
	Finishers and paper rulers	9	8	8	3 00	4 00	4 00	
	Forwarders and cutters	9	8	8	3 00	3 75	3 75	10
Spokane.....	Paper rulers	9	8	8	3 00	3 75	3 75	
	Bottlers	10	8	8	1 75	3 00	3 25	
	Brewery Workers	8	8	8	3 50	4 00	4 21	
Spokane.....	Carpenters	8	8	8	3 20	5 00	5 00	40
Spokane.....	Olgar Makers	8	8	8	3 00	3 00	3 00	20
Spokane.....	Cooks and Helpers:							
	Cook (Chef)	12	10	10	5 00	5 00	4 00	10
	Second and fry cooks	12	10	10	3 25	3 00	3 00	10
	Dishwashers	12	10	10	1 50	1 70	1 70	10
Spokane.....	Electrical Workers:							
	Inside wiremen	8	8	8	3 00	5 00	4 50	20
Spokane.....	Machinists (Locomotive)	10	9	9	3 60	3 70	4 05	
Spokane.....	Moving Picture Operators		6	6		3 57	3 57	9
Spokane.....	Photo Engravers		8	8		4 50	4 15	1
Spokane.....	Plumbers	8	8	8	4 50	6 50	6 50	20
Spokane.....	Printing Pressmen:							
	Web, flat-bed, automatic		8	8	3 00	4 00	4 00	
	Platen presses		8	8	2 50	3 50	4 00	
	Offset presses		8	8		4 50	4 50	
Spokane.....	Sheet Metal Workers	8	8	8	4 00	4 50	4 50	10
Spokane.....	Steam Fitters	8	8	8	4 00	6 50	6 50	60
Spokane.....	Teamsters:							
	Municipal and contract	8	8	8	2 25	2 75	3 00	10
	Piece work	8	8	8	2 50	2 50	2 50	20
Spokane.....	Printers:							
	Piece work	10	10	10	5 00	5 00	5 00	20
	Newspaper	7½	7½	7½	\$4 00	\$4 00	\$4 00	5
Skamokawa...	Job office	8	8	8	5 25	5 25	5 25	5
	Shingle Weavers:							
	Sawyers and filers	10	10	10	5 00	5 50	5 50	25
Tacoma.....	Knot sawyers	10	10	10	3 00	3 50	4 00	25
	Knee bolters	10	10	10	3 00	3 50	3 50	25
	Knee bolters	10	10	10	5 00	5 50	5 50	25
	Packers	10	10	10	2 50	3 50	4 00	25
	Drag sawyers	10	10	10	3 00	3 25	3 50	25
	Roustabouts	10	10	10	2 50	3 00	2 50	50
	Bakers and Confectionary							
	Makers:							
Tacoma.....	Journeyman	12	10	9	3 00	3 25	3 25	10
	Helpers	12	10	9	1 50	1 67	1 67	10
	Foremen	12	10	9	3 67	4 17	4 17	10

Table Showing Hours and Wages Under Organized Labor.—Continued.

LOCALITY	OCCUPATION	Hours per Day			Wages per Day			Pct. idle
		1900	1910	1913	1900	1910	1913	
Tacoma.....	Bartenders:							
	Minimum—1st class	9	9	9	.....	.....	4 00	10
	Minimum—2nd class	9	9	9	.....	.....	3 33	10
	Minimum—3rd class	9	9	9	.....	.....	3 00	10
Tacoma.....	Bookbinders:							
	Pinshers	9	8	8	3 00	4 00	4 00	.....
	Rulers and forwarders.....	9	8	8	3 00	3 50	3 75	5
Tacoma.....	Brewery Workmen:							
	Bottlers .....	.....	8	8	.....	2 58	3 25	5
	Yardmen .....	.....	8	8	.....	2 90	3 17	5
	Engineers and firemen.....	.....	8	8	.....	3 75	4 00	5
	Brewers .....	.....	8	8	.....	4 00	4 00	55
	Drivers .....	.....	8	8	.....	3 50	3 55	5
Tacoma.....	Carpenters	8	8	8	3 60	4 00	4 00	25
Tacoma.....	Cigar Makers	8	8	8	.....	.....	2 00	.....
Tacoma.....	Cooks and Waiters:							
	Cooks	13	12	11	2 10	2 50	3 00	2
	Waiters	13	10	10	1 25	1 55	2 00	5
	Waitresses	12	10	8	80	1 15	1 42	.....
	Helpers	13	12	11	1 00	1 21	1 06	3
Tacoma.....	Machinists	10	9	8	.....	3 60	3 60	15
Tacoma.....	Moving Picture Operators .....	.....	8	8	.....	3 57	3 57	8
Tacoma.....	Plumbers and Steam Fitters.....	8	8	8	5 00	5 00	5 00	50
	Gas fitters	9	9	9	3 50	3 50	3 50	80
	Steam fitter helpers.....	8	8	8	3 00	3 00	3 00	50
Tacoma.....	Sheet Metal Workers.....	8	8	8	3 75	4 50	4 50	.....
Tacoma.....	Stereotypers	8	8	7½	3 50	4 00	4 50	.....
Tacoma.....	Teamsters and helpers.....	12	10	10	1 75	2 50	2 75	20
Tacoma.....	Chauffeurs .....	.....	10	10	.....	2 75	3 25	.....
Tacoma.....	Printers:							
	Jobmen	8	8	8	2 50	4 00	4 00	2
	Newspaper	8	7½	7½	4 50	5 00	5 50	.....
Tono.....	Mine Workers:							
	Miners .....	.....	.....	8	.....	.....	5 00	.....
	Drivers .....	.....	.....	8	.....	.....	3 35	.....
	Outside labor	9	.....	8	.....	.....	2 60	.....
Vancouver....	Machinists	9	9	9	3 95	3 95	3 90	10
Walla Walla...	Barbers	10½	10½	10½	2 75	3 00	3 00	3
Walla Walla...	Bartenders	9	9	9	3 00	3 00	3 00	.....
Walla Walla...	Brewery Workers:							
	Brewers and keg drivers....	8	8	8	3 55	3 55	3 55	.....
	Engineers and coopers.....	8	8	8	4 00	4 00	4 00	.....
	Bottlers and drivers.....	9	9	9	3 00	3 00	3 00	.....
	Bottlers	9	9	9	3 50	3 50	3 50	.....
Walla Walla...	Carpenters	10	8	8	3 00	4 00	4 50	8
Walla Walla...	Cigar Makers:							
	Piece workers	8	8	8	2 50	2 50	2 50	30
	Piece workers	8	8	8	3 00	3 00	3 00	30
Walla Walla...	Meat Outters .....	.....	.....	10	.....	.....	3 50	.....
Walla Walla...	Stage Employees:							
	Grips .....	.....	.....	.....	.....	.....	\$1 75	5
	Electricians and flymen....	.....	.....	.....	.....	.....	2 00	5
	Property men .....	.....	.....	.....	.....	.....	2 50	5
	Stage carpenters .....	.....	.....	.....	.....	.....	2 25	.....
Walla Walla...	Typographical:							
	Machine operators	9	7½	7½	\$3 00	\$4 50	4 50	.....
	Ad men	9	8	8	3 00	4 00	4 50	.....
	Job men	9	8	8	2 50	3 50	4 00	.....

NOTE: In above tables where one occupation in the same union is given twice with different hours or wages, the scale varies between the hours and wages stated.

The whole tendency of the time is toward a wider toleration of labor unions and their efforts for the betterment of workingmen's conditions. The labor union has become an integral part of our latter-day civilization and the right of a workman to barter for the sale of his labor can best be upheld through collective bargaining with the employer. In his individual capacity, the wage-earner has but a feeble voice in determining the wage he is to receive, yet he is required even in purchasing the product of his own labor to pay whatever is demanded of him. His only opportunity for bettering his condition, therefore, lies in exercising his right to combine with his fellow workmen in establishing such a price for his labor as he deems adequate for his requirements.

Reference is here made to what was said in the fore part of this chapter, that, what organized labor has done toward the improvement of working conditions has been its most important task and particularly what it has been able to do toward obtaining a shorter work-day. The twelve-hour day is rare now where it was once quite common, and the ten-hour day is gradually, too, becoming a thing of the past. The shorter work-day, more than anything else, has been the means of enlightening the laborer, for it has given him the opportunity of spending his leisure time in investigating his own labor problems, and it is through just such investigation and study as these that the best, most permanent advancement has been made. It is better by far than the teachings of the radical instructor who has had no practical experience.

But it must be recognized also that members of unions can and sometimes do so abuse their principles as to retard the organized labor movement, sometimes—and it may be safely said, more often—as the victims of erratic leaders. All such abuses are regrettable, tearing down in a short time what it has taken years to build and delaying more than is usually realized at the time, the reconstruction that is necessary. The fact of the matter is that the greatest force behind organized labor today is public sentiment, public favor, and the members of organized

labor and their leaders should always bear that in mind so that **their acts** will not have a tendency to poison the public mind. **They** must keep constantly before them the fact that there are **always** two sides to a question, for economic conditions demand **them**, and that organized labor may progress as it should; that **it may** occupy that influential position in the industrial world **to which** its best principles entitle it, due consideration must be **given** to all phases of a situation at all times. Our economic **conditions** often compel the employer to resist a demand for **higher wages** or shorter hours, and they should be duly **considered** before taking drastic measures.

STRIKES

Strikes.

Notwithstanding the fact that the aspect of industrial conditions in this state at the beginning of 1913 seemed to indicate the imminency of an industrial upheaval, owing to the depressing business conditions that had existed here since the panic of 1907, causing a gradual decline in wages, especially among the unorganized and unskilled workingmen, comparatively few strikes of any consequence have been recorded, though a number of small contests have occurred. This is all the more remarkable from the fact that the depressing business conditions had naturally resulted in a greater measure of unemployment than usual and the particularly depressing conditions across the border had resulted in flooding this state with unemployed workmen from British Columbia, adding in that way to the industrial situation here and increasing its complexity considerably more than would have been the case if prosperous or even normal business conditions had prevailed on the other side of the line.

As a consequence, during the early months of 1913 a general strike movement was attempted by the I. W. W.'s in the lumber and fishing industries, a movement that was entirely independent of any support from the labor unions affiliated with the American Federation of Labor, and was fomented during the winter months by a small army of propagandists who had invaded the state with the idea of making this their battleground. Their leaders made the announcement during April of that year that ten thousand men were ready to strike in the lumber industry on May 1, unless their terms were complied with, though no definite terms were presented so far as could be ascertained. Their operations were mainly confined to Clallam and Whatcom counties, although some activity was manifested in the southwestern part of the state, and the wonder is that with conditions apparently so favorable for the reception of their propaganda, the movement did not gain greater headway.

The trouble predicted among the lumber workers did not materialize to any noticeable extent, although about 60 men walked out at a logging camp at Pilchuck, in Snohomish county, a few days prior to the date set for the general strike, and at a few other camps throughout the state a very small percentage of the men employed ceased work, so that the movement proved a failure and those who had gone on strike soon drifted to other parts of the state, principally to the wheat and hop fields in Eastern Washington, where several small strikes were fomented and carried into effect, though they were of but little consequence. And though the paid agitators went up and down the state to one group of workers after another, seeking to incite them with their propaganda, the movement had completely dissipated itself by September and the leaders migrated to the state of Oregon and later to California, leaving this state practically free of any I. W. W. activities this year.

From the standpoint of organized labor, the most striking occurrence during the past two years was the entrance of the Employers' Association of Washington into various strikes by coming to the support of the employers concerned and aiding them in their fight for the "open-shop" policy. This occurred in the teamsters' strike in Seattle at a time when, according to the secretary of the union, the men and their employers had adjusted their difficulties; it appeared in the shingle weavers' strike at Raymond, finally settled by a representative of the federal department of labor; it came up again in the Robinson mill strike in Everett, where this same representative's efforts to effect mediation failed, and was noted in the strike at the Pacific Coast Steel company's plant, all of which are treated in more detail in the pages to come. To sum them up, the net result has been that the association has succeeded in carrying out its purpose in these instances although the unions claim that the employers' association campaign has been the means of solidifying the organized labor movement throughout the state.

Quoted herewith are two public statements by the mill men involved in the strike at Raymond and Everett, which clearly

show the temper of those on that side of the controversy. The ultimatum delivered by fifteen Raymond mills is the shorter but none the less blunt. "On account of the prevailing agitation relative to running our mills and camps eight hours a day at the same wages we are now paying for ten hours," it says, "we deem it advisable to state our position, both as to the hours of work, and the unionizing of our plants.

"We will operate our mills and camps in the future, as in the past, ten hours per day, or as many hours as we consider it advisable according to conditions that may arise from time to time. We will operate in the future, as the majority have in the past, strictly upon the open shop policy."

The pronouncement made by the Everett mill-owners, who stood solidly behind the Robinson mill when the difficulties started in that plant and threatened a general lock-out, was signed by seven of the largest mills of that city and, though quite detailed, leaves no doubt as to the attitude of those who fathered it. It reads:

"We, the undersigned lumber manufacturers of the city of Everett, on account of labor unions organizing our employes and thus gaining control of our business and causing everlasting trouble, both to ourselves and to all independent and free working men, and in order to clarify the atmosphere of this trouble, have mutually agreed as follows:

"We will close our plants on the evening of February 28 and will resume operations the following Wednesday, March 4, and under the following conditions:

"All loyal workmen from their respective mills are invited to return to their respective jobs under the same wages and conditions as heretofore existed. It is optional with the individual manufacturers whether any union men who have been in their employ are taken back or not.

"No union buttons will be allowed worn by employes about our plants.

"No labor agitators or organizers will be permitted in our plants, and if any employe is found violating this rule he will be immediately discharged.

"It will not be the policy of the mills to shut out any of our employes who, from force of circumstances or over-excitement on account of labor agitation, may have joined the union.

"No boycott against any mill will be permitted.

"We can show our working men that we are better friends to them than any labor agitator or union can possibly be, and to enable us to

do this we demand the very highest efficiency, which unionism cannot give us.

"For the benefit of our loyal employes and the innocent public, who would suffer from the results of a close-down, we will, with your support, operate our plants as outlined above."

This phase of the strike situation is here discussed separately from the mention made of the individual strikes because it applied to several and was of such prominence as to demand a more detailed reference to it, its objects and results, than could otherwise have been given.

In compiling a condensed review of strikes and other industrial disturbances occurring in this state, blank forms were sent to the secretaries of the various unions so that they might report in proper form all information they thought such a statement should contain and this system also enabled the Bureau to obtain authentic data.

Coming down, then, to more detailed consideration of the strikes that have actually taken place during the last two years, those that have attracted wide attention and developed into severe contests of long duration include the shingle weavers' strike at Ballard, the teamsters' strike at Seattle, the smeltermen's and laundry girls' strikes at Tacoma, and the shingle weavers' strike at Raymond. Following is a summary of these and the other strikes that have come to the attention of the Bureau during the last biennium, arranged in the order of their occurrence:

STEAMFITTERS' STRIKE IN SPOKANE.

The institution of the "open shop" policy by a secretary of the Spokane Builders' Exchange was so strenuously objected to by the members of Steamfitters' Local Union No. 429 of that city, that it resulted in a "lock-out" of their members, on April 20, 1912, affecting 15 men and eight helpers and involving 10 plants. According to the Bureau's report from the secretary of the union, the conditions that brought about the strike still exist and the fight is being carried on.

LOCK-OUT AT THE RENTON COAL MINES.

In the month of June, 1912, the coal mines at Renton, belonging to the Puget Sound Light & Traction Company (generally known as the Stone & Webster Co.) were closed in a lock-out against the employees. There had been no demands of any nature made against the company, but in order to secure like wages and conditions as prevailed in other parts of the state, the miners had organized a union after individual efforts to improve their condition had failed, and the mine was promptly closed down. Notice was then served on the miners that if they desired to continue in the company's employ they must quit the miners' union. Every effort was made by the members of the new union to bring about a settlement, but the company still declared a lock-out, successfully conducting the same for about eighteen months, or until the 9th of January, 1914, when the miners voted to return to work on the company's terms after realizing that the company had succeeded in getting all of the men needed to operate the mine and that consequently further resistance on their part would be fruitless.

The number of miners originally locked out was about 300; the number returning to work about 50, there being only 100 of the original 300 left at the mines, as those who were able to depart for other localities had done do.

HALIBUT FISHERMEN'S STRIKE.

In November, 1912, all halibut fishermen who man the boats sailing out of Seattle and Tacoma went on strike for 1½ cents per pound, the old price being 1 cent straight. The strike was under the jurisdiction of the fishermen's union and it was prolonged to and settled on February 13, 1913, by a compromise on the basis of 1¼ cents per pound, all union men returning to work.

TEAMSTERS' STRIKE AT TACOMA.

On March 28, 1913, resisting an attempted cut of 25c per day in the wage, 46 teamsters belonging to the local union at Tacoma went on strike in five of the plants of that city. The

Bureau's report says: "The strikers were paid benefits of \$7.00 per week to single men and \$12.00 per week to married men, allowing them also two days' work per week. Men who went on strike were all placed on new jobs within ninety days. Strike prevented a general cut among all employers of teamsters and chauffeurs." The strike is still on.

STRIKE OF SHINGLE WEAVERS AT BALLARD

On April 7, 1913, 350 shingle workers employed in twelve of the plants at Ballard Station, Seattle, went on strike, demanding the union scale of wages, the same as paid in Everett, Bellingham and other coast cities. The men on strike were members of Shingle Weavers' Local Union No. 12. This strike was warmly contested throughout its duration, the employers receiving the backing of the Employers' Association of the state. It was generally asserted that the employers were so bound with forfeits that they could not concede the demands of the strikers without facing ruin, but on July 30, 1913, the strike was called off, according to the report of the union, and only a portion of the men engaged in the strike obtained their former positions.

SHINGLE WEAVERS' STRIKE AT BIG LAKE

On April 22, 1913, about 40 shingle workers at the plant of the Day Lumber Company at Big Lake, Skagit county, walked out because the company had refused to allow them enough on a piece-work basis to permit them to make the minimum day scale. The strike was settled by the company substituting uprights for the ten-block machine, and agreeing to pay the scale.

WIRELESS OPERATOR'S STRIKE.

Demanding an increase in wages from \$30.00 and \$45.00 to \$65.00 and \$75.00 a month, about 260 newly-organized wireless operators employed by the Marconi company went on strike April 22, 1913, the name of their organization being Wireless Telegraphers' Union, Division 37, of the Pacific Coast. There was a further demand by the operator for an increase of the wages of operators at shore stations to \$95.00 and \$110.00 a

month, instead of an average of \$75.00, the wage at the time of the strike. It bore such influence for a time that, because non-union operators were employed on board the *Oliver J. Olson*, a schooner lying at the Tacoma docks loading lumber for California, the entire crew of the boat, numbering 18 men, struck on May 2, 1913, in sympathy with the wireless operators. The strike was conducted from both Seattle and San Francisco, tying up practically all wireless stations on the coast, but was finally settled by a compromise.

THE TACOMA LAUNDRY STRIKE.

On May 7, 1913, 206 laundry girls, employed in the four largest laundries in Tacoma, went on strike, after having just formed a union and drafted a new scale of wages, which had been submitted to the employers, along with terms of agreement as to minimum wage, overtime, etc. The scale of wages presented carried a material increase of pay, but other important questions were recognition of the new union and the signing of a working agreement.

The employers were already organized in the Tacoma Laundrymen's Association, a branch of the national association, and refused to recognize the new union or to consider the proposed scale of wages and agreement.

After the Tacoma Trades' Council and the International Laundry Workers' Union had endeavored to bring about an agreement, the Commissioner and Assistant Commissioner of Labor, upon request, investigated the conditions leading up to the strike and conducted a hearing at which approximately 100 laundry girls and their representatives were present, when it was developed that for various causes many of the employes were unable to get in full time; that the wage was insufficient for the actual living expense; that many of the girls' wages had been raised just previous to the strike with the request that they would not go out and that as soon as it became known they had joined the union they were discharged when other help was available.

Subsequent to meeting the girls at the hearing, the Commissioner of Labor and Assistant conferred individually with each of the laundry managers in an effort to adjust the difficulties, but found them unanimously hostile, contending they were paying as large wages as their business would warrant; that owing to Japanese competition they could not raise their prices so as to meet the increased wage, and that the volume of laundry business was gradually slipping away from the white laundries to the Japanese who employ only male labor and are not subject to the eight-hour day law, thus being able to serve the public quickly at a low price.

To effect a settlement on the basis submitted by the union was found impossible, so an effort was made to have each individual laundryman offer a plan of settlement, but when this failed the Commissioner suggested that the union eliminate all its demands except the two questions of wages and the right to organize, to which the girls agreed.

Thereupon, a letter was directed to the employers' union setting forth the proposition of arbitration in conformity with state law, but on May 29, 1913, the Laundrymen's Association replied, rejecting the proposal to arbitrate and setting forth in substance that its members had the strike already won and had everything to lose and nothing to gain by arbitration. Following the receipt of this communication, the Commissioner held another meeting with the laundrymen, but the conference was a failure.

A recapitulation of this strike, made July 27, 1913, by Mrs. Caroline Callahan, secretary of the Laundry Workers' Union, states that the number of girls receiving strike benefits during the first six weeks was 102; the number returning to their former positions during the first month was 11, and that up to July 17th all but 68 had secured employment elsewhere. The total cost to the union to that date was \$3,156.

On July 19th by request of the secretary of the Laundry Workers' Union, the Commissioner of Labor conferred with a committee from the union, a committee from the Tacoma Trades'

Council and a committee from the Ministerial Alliance, called for the purpose of considering further means whereby a settlement between the union and the employers might be effected. The conference decided to leave the matter in the hands of the committee from the Ministerial Alliance, composed of Rev. Joel Vigus, Rev. C. K. Staudt and Rev. Robt. M. McGinnis, who proposed to make an investigation and submit a report, which was made on August 5, 1913, but as the investigation failed of its purpose the report is not essential here.

On July 20th a co-operative laundry was started in South Tacoma under auspicious circumstances by the union, but which has since failed from causes unknown to this department.

The Commissioner of Labor sincerely regrets the failure of conciliation in this strike, where success would have meant so much to a large number of deserving people.

CIGAR MAKERS' STRIKE AT SEATTLE.

Cigarmakers belonging to the local union in Seattle went on strike in one plant June 14, 1913, due to bad stock conditions. The number involved was eighteen men and seven women, and the strike lasted 14 weeks, when the firm involved went out of business.

THE TEAMSTERS' STRIKE IN SEATTLE.

In filling out the Bureau's information blank, the secretary of the Seattle Teamsters' Union stated that the strike in which that union was engaged from June 16, 1913, to April 30, 1914, was caused by a demand for an increase in wages, for overtime and certain improved working conditions, and for recognition of the union. About 225 men were involved and 13 plants. At the bottom of the report the secretary added:

"Our strike was settled in November, 1913, by a committee from the Team Owners' Association and a committee from this union, the draymen agreeing to sign our contract with a few minor changes. The Employers' Association took charge of the strike and would not permit the draymen to sign a contract. Thus a continuance to the 30th day of April."

This quotation is made because various statements of this November conference have been made and this one is authorized by one of the parties thereto.

There is no question about the fact that this was one of the bitterest and longest strikes the state has known, characterized by violence on many occasions, and stubbornly prosecuted and resisted by all concerned. Though only 225 persons were directly involved in it, it assumed such proportions as to cause a considerable industrial disturbance, and found its way into the court, the pulpit, politics and the press of the state, and into general discussion in Seattle and to some extent elsewhere. The city of Seattle was put to considerable expense in maintaining extra patrolmen to curb violence, the team owners and the strikers both lost heavily, the public was often inconvenienced, traffic frequently disrupted and laws often violated.

However, according to testimony given before the Industrial Relations Commission, it is notable that only three union men were convicted during the strike and that not one of the union teamsters arrested were found to be carrying arms.

Finally, March 20th, of this year, at the request of the Seattle Trades' Council, the Commissioner of Labor went to Seattle to determine whether the situation could be relieved by arbitration and after a conference with the union committee it was decided to first allow Mayor Gill of Seattle to undertake a settlement and the Commissioner's visit stimulated these plans for adjustment. In this way it came about that the strike was settled through a conciliation committee appointed by Mayor Gill, being officially declared off April 30, on the basis of a compromise in which the men receive better pay and the right to wear union buttons. Since then all but a few of the teamsters have returned to work for their former employers.

MACHINISTS' STRIKE AT TACOMA.

On the 8th of August, 1913, about 50 machinists, members of Machinists' Union at Tacoma, walked out of the Chicago, Milwaukee and St. Paul Railway shops, because the company

refused to discharge two men who had been expelled from the union. Though for a day or two the strike threw some 600 men out of employment, the differences were easily adjusted and on the 11th of August all the men went back to their work.

STRIKE OF COAL MINERS AT BLACK DIAMOND.

On August 10, 1913, 700 members of Mine Workers' Union No. 2257 went out on strike at the Pacific Coast Coal company's mines at Black Diamond, as a protest against the discharge of the secretary of the union as well as to labor conditions existing at the mine. The strike was settled August 17, 1913, the matter of the dismissal of the secretary being left to arbitration. The other grievances were amicably settled.

ROSLYN COAL MINERS' STRIKE.

One hundred and four coal miners at Roslyn, members of the Mine Workers' Union, quit work on October 24th, 1913, the strike being caused by a disagreement between the committee and the company on taring cars of coal and an alleged deficiency in the scales upon which the miners' coal was weighed. The differences were adjusted with satisfaction to all concerned on October 29th, and the men returned to work.

THE PRINTERS' STRIKE AT TACOMA.

On December 8, 1913, the Typographical Union of Tacoma called a strike in five of the job printing plants of that city, demanding an increase in the wage scale of 25c a day. The number of employes involved was 12, all men. The strike is still in progress.

THE SMELTER STRIKE AT RUSTON.

Because of the serious nature of the strike at the Ruston smelter, near Tacoma, early this year, the following report made by the Commissioner to Governor Ernest Lister, is published in full:

Honorable Ernest Lister, Governor of Washington, Olympia.

DEAR SIR: Pursuant to your request for an investigation by the Bureau of Labor of the strike now pending against the Tacoma Smelter

Company, which is a subsidiary concern of the American Mining and Smelting Company, located in the town of Ruston, near Tacoma, Wash., I beg to advise that on February 26, 1914, aided by Mr. W. H. Sutter, Deputy Labor Commissioner, and the chief clerk of this Bureau, who made stenographic record of the numerous interviews pertaining thereto, I began an inquiry into the conditions leading up to and surrounding said strike.

In the course of this investigation, which consumed several days, numerous interested persons on both sides of the controversy have been interviewed at length, and all possible information bearing upon the question has been obtained, the following facts and conclusions resulting:

The nucleus of the strike was formed on the morning of January 1st, 1914, when 186 men, who were employed principally at common labor, refused to continue work under the new schedule of wages and hours of labor which had been introduced by the management and which became effective on the morning of that day. While this schedule had been posted in the plant about four days prior to the date upon which it became effective, no protest was made against it, presumably from the fact that no organization existed among the men who were affected by the change.

During the next three or four days thereafter 129 other workmen joined the first group of strikers, making a total of 315 men that refused to abide by the order which affected a total of 339 workmen. The total number of men employed in the plant on December 31st was 620. With the exception of a few men who kept the fires going in the furnaces, all of the workmen were in idleness for the first two or three days, owing to the disorganization of the work.

The matter of securing men to fill the places of the strikers was met with difficulty. Hundreds of men who came ready to work were persuaded by the strikers to go away, only a small percentage of those who came deciding to become strike-breakers. A few days later the company found it advisable to establish a boarding house and lodging house for what strike-breakers they could secure, these quarters being located within the smelter yard so as to keep the strike-breakers from coming in contact with the strikers who congregated themselves outside the plant and who had adopted a plan of marching in front of the plant during the afternoon while there was a change of "shifts." A large warehouse was utilized for the boarding and lodging quarters, the mess-room, kitchen and wash-room being on the lower floor, while bunks were improvised on the floor above, sufficient to accommodate one hundred men. Here a bunk and bedding was given free to each man and board was also furnished free during the first eight days of the strike, after which a charge of \$4.75 was made for twenty-one meals.

Following is a summary of the situation as obtained from the pay roll of the company:

Number of men employed on December 31st.....	620
Number of men who struck on January 1st.....	186
Number of men who joined strike in the next three or four days	129
Number of men from first group of strikers who have since returned to work.....	2
Number of men from second group of strikers who have since returned to work.....	7
Total number on strike up to March 5th.....	306
Total number of men who remained at work.....	305

The number of men affected by the new schedule and the class of work involved is given in the following table:

CLASS OF LABOR	Old rate and hours	NEW SCHEDULE		Number men affected
		Hours per day	Rate per day	
*Yard labor (day and night)— Entire yard crew.....	9 hrs.	10	\$2 25	174
Converting Department:				
Converter helper	\$2 55	8	2 40	6
Sllica men	\$2 55	8	2 40	6
Blister copper trucker.....	\$2 55	8	2 40	4
Miscellaneous converter labor.....	\$2 40	8	2 25	1
Bricking Department:				
Laborers	\$2 40	8	2 25	24
Handling briquettes to belt.....	\$2 55	8	2 25	27
Mud Machine:				
Laborers	\$2 40	8	2 25	26
Adobe man	\$2 65	8	2 50	1
Roasting Department:				
Motorman's helper	\$2 40	8	2 25	1
Refining Department:				
Common tank labor.....	\$2 40	9	2 25	20
Tank washers	\$2 55	9	2 40	
Tank loaders	\$2 55	9	2 40	
Cathode Department:				6
Inspector	\$2 55	9	2 40	
Sheet folder	\$2 55	9	2 40	
Casting Department:				
Common labor	\$2 55	9	2 40	5
*Construction Crew:				
Roustabout labor	9 hrs.	10	2 25	34
*Blast Furnace Department:				
Slag dump labor.....	9 hrs. \$2 55	10	2 40	1
Dump track men, (Common labor)	9 hrs.	10	2 25	8
Total number of men affected.....				339

* Denotes increase in hours.

NOTE: Labor performed in unloading ore from the boats is paid at the rate of 40c per hour. This work was done in previous years by members of the Longshoremen's Union, for which their scale is 45c per hour for day work and 55c per hour for night work.

The introduction of the above schedule was practically a return to a scale of wages and hours that had been effective in this plant up to July, 1912, at which time a strike occurred and a reduction of hours and an increase in wages were secured by the men at that time.

With the exception of about fifteen men who were Americans, the greater number of those who entered the strike were Austrians, there being among them a few Slavonians, Greeks, Montenegrins and Hungarians. Although but few of them were able to speak the English language intelligibly, they were of the average order of intelligence and seemed fully capable of understanding the situation. Nearly all of them were members of an organization called the Sokal Club, which was purely social in its nature and with no tendency towards solving labor problems. Among these strikers were about thirty men with families and a few of them owned small homes near the smelter. About forty-five children belonging to these families attend the Ruston public school.

Contrasting this situation it was found that a majority of men who remained at work were Americans or North Europeans, some of them being members of organized labor, principally the machinists, who said that they were not discriminated against by the company because of the fact that they were union men.

One of the most pronounced features of the strike is the fact that the men who remained at work are bitterly hostile towards the strikers and condemn them strongly for their action. Most of the men who remained at work are skilled workers drawing higher salaries and working shorter hours than the laborers that went out. The antagonistic attitude of these men towards the strikers, it seems, was due to the fact that they had been harangued and jeered at by the strikers for remaining at work. Of these men who were interviewed only one claimed that he had been subjected to violence at the hands of the strikers, although several asserted that they had been threatened in different ways.

Cause of Strike.

There is no doubt that the strike was precipitated wholly from an intense feeling on the part of each individual workman who was affected, that the change in wages and hours of work was not justified by the management. No attempt had been made by anyone to organize a strike, but it gathered momentum as soon as it became apparent that a few were ready to quit. The rest followed and congregated at the gate in an endeavor to induce the eight-hour men to join them, but in this they were unsuccessful.

From all information obtained, the schedule of wages that was put into effect is lower than the average wage paid in other smelters for the same class of work. The prices in other smelters range from \$2.25 to \$3.00 per day for an eight-hour day. In states where most of the smelters in this country are located, such as Arizona, Colorado, Cali-

ifornia, Idaho, Montana and Nevada, legislation has been enacted providing for an eight-hour day in smelters.

It was claimed by the management that operating expenses at this smelter was high and the grade of ore low, which necessitated lower smelter charges in order that the miner might exist. No material change had taken place in the copper market at the period of time when the new schedule of hours and wages was put into effect, hence it cannot be said that the price of copper influenced a change in the wage schedule.

It was frankly acknowledged by Mr. Walker, manager of the concern, that the condition of the labor market during the latter part of 1913, when unemployment was at its highest tide in years, was a main consideration in making the change in the wage schedule. He stated that it was this condition that enabled them to make the change.

Efforts to Reach a Settlement.

During the incipient stage of the strike, the management called on the strikers to send three of their number into the office to represent the men and state their grievances. Owing to confusion and lack of organization this could not be done. However, three of the strikers volunteered to talk the matter over and came to the office and conferred with the manager. They were firm in their position that they would not ask the men to return to work unless the old schedule was restored. The manager was equally firm in enforcing the new schedule. No compromise being offered from either side, negotiations were then abandoned.

On or about January 11th, Rev. P. F. Hylebos of Tacoma called on some of the strikers and offered to look into the situation to see if anything could be done towards effecting a settlement. The men were considerably agitated at that time on account of the killing of Aronke, who was shot on the previous Wednesday. Father Hylebos feared that a demonstration might occur at the funeral and asked the men to be peaceable and not to carry firearms. He also called at the smelter and requested that the deputies be withdrawn on the day of the funeral, which was done for a time, and no trouble occurred. Subsequent to that he made several trips to Ruston and conferred with the men and the officials of the smelter, and finally arranged for a committee from the strikers to meet with the smelter management. This was done on January 17th, but resulted in failure. No compromise was offered, except that the manager offered to take the married men back under the new schedule. Further negotiations were then abandoned.

Organizing the Strikers.

On the second day of the strike, Joe Ettor and other I. W. W. leaders were attracted to the scene and attempted to form an organization, but in this they were unsuccessful.

On January 3d, a representative of the strikers called on Charles Perry Taylor, of Tacoma, organizer for the American Federation of Labor, and asked him to come to Ruston and organize the men into the Western Federation of Miners. Mr. Taylor met with them in their assembly hall on January 4th and explained the manner in which they could organize. He also told them to keep order and not resort to violence. Sheriff Jamieson was also present at this meeting and talked to the men. He warned them that if they attempted any riot or shooting that he would order his deputies to riddle whatever house the shooting came from, and if necessary kill a few men as an example. On the following day Mr. Taylor circulated among the strikers and obtained 190 applications to join the union. January 8th Thomas Reilly, district organizer for the Western Federation of Miners, arrived and the organization was perfected with a membership of 297.

Law and Order

From the evidence secured there was no indication that any violence or shooting had been indulged in by the strikers until after Sheriff Jamieson's deputies were stationed at the plant. The first deputation was brought there by him about noon on the 2d of January, at which time he talked to the strikers in front of the plant. Other deputies were sent as fast as they could be secured, until they numbered about twenty. The highest number stationed there under the sheriff at any time during the strike was twenty-five. They were all armed, either with rifles or revolvers.

Following is a statement covering the situation made to me by Sheriff Jamieson during this investigation:

"On Friday, the 2d day of January, 1914, Mr. W. R. Rust, the president of the Tacoma Smelting Company, and the attorney for the company, Mr. John A. Shackelford, called at the sheriff's office and demanded protection for the smelter company's property, and stated that certain former employes of the smelter company had threatened to dynamite the smokestack and the oil tank located at the smelter and that the company had been compelled to station men at both places to keep these former employes away from the premises.

"I asked them if any actual violence had been done to the plant or any rioting engaged in and they admitted that neither violence or rioting had been engaged in up to that time. I then informed them that the county attorney at a time when a strike was going on some years ago had advised the man at that time sheriff of Pierce county that he had no authority to incur any expense for protecting the property of persons who might consider their property in danger until rioting had actually occurred or property had been actually destroyed, and that under the then existing circumstances if any men were employed to protect the smelter company's property, the smelter company would have to pay them their wages.

"I suggested at the time that the men employed for this purpose should be sworn in as deputy town marshals of the town of Ruston instead of as deputy sheriffs, and informed the gentlemen that a town marshal within the limits of the town of Ruston has all the authority of a deputy sheriff. Mr. Rust stated that the trouble with that was that

the smelter plant is located in both the town of Ruston and the city of Tacoma, and that while he could have his watchmen appointed deputy town marshals in the town of Ruston or special policemen in the city of Tacoma, still, whenever they passed the imaginary line between Ruston and Tacoma, the Tacoma men would have no authority in Ruston and the Ruston men would have no authority in Tacoma, and for that reason he preferred to have the men appointed deputy sheriffs, which would give them authority in both cities and in all parts of the smelter plant.

"I told Mr. Rust that if he wanted me to select a lot of men for him, I would do so, but that the smelter company would have to pay them, for the reason that they would do no patrol duty, would not be used to enforce the ordinances of the town of Ruston, and would protect no property except the property of the smelter company, and in fact would be merely watchmen for the smelter company, and the smelter company should pay them. I told him that he would have to pay a wage that would enable me to get good men, as I would have to be responsible on my bond for all of them, and that every man would have to be a man that I would be willing to appoint a regular deputy in case there should be a vacancy, and that to get men of the character I would insist on employing they would have to pay \$5.00 for each night and \$4.00 for each day. Mr. Rust at once agreed to this and stated that I could not possibly get men who would be any too good to suit him and his company, and that he expected to pay and was willing to pay for the very best men available.

"I then told him I would go out to the smelter and look the ground over. I did so and found a large number of the former employees of the smelter company and other idle men standing in the street in front of the smelter company's office. Some of the men had congregated on a strip of land belonging to the smelter company. I went over to them and told them that the smelter company objected to their assembling on their property and that they would have to meet somewhere else, where the owners of the property were willing that they should use it for that purpose. They at once agreed to get off the company's property and stay off, and stated that they supposed the property they were on was a street.

"I told them at this time that I was not there as a lackey for the smelter trust, but simply as a representative of the taxpayers of Pierce county, who would have to replace any property that was destroyed by mob violence, and that all the deputy sheriffs would be kept inside the works, and that they were placed there solely for the purpose of protecting the property of the company, and that if the strikers would keep off the smelter company's property and not interfere with people inside the works, that so far as I was concerned they could carry on the strike forever. They promised me that they would keep off the company's property and not interfere in any way with the watchmen and employees inside the works. This agreement was made about 11 o'clock a. m. Friday, January 2, 1914.

"About the middle of the afternoon of the same day I was standing on the street in front of the timekeeper's office at the smelter when one of the workmen came running up and stated that the strikers were shooting from the hills above the smelter at the men working in the coke piles, and that several of them had had narrow escapes from being hit, and that they had refused to work any longer. I said, 'I don't believe it.' He said, 'Come and see.' I followed him to the other end of the plant where the coke piles are located, and while I was standing there several shots were fired from the hills above the smelter down into the smelter and finally one of the balls struck a 12 by 12 post and broke

off a splinter, which struck one of the men who was standing by and raised a black and blue spot on his leg about the size of a silver dollar. I at once went back to the strikers, many of whom were still assembled in front of the company's office, and told them what had occurred and stated that they had promised me that they would leave the company's property alone and not interfere with the men inside the plant, and that they had broken their agreement with me, and that I wanted to notify them then and there that I did not propose to wait until they had killed or injured someone inside the smelter. That among the men employed as watchmen were some who had qualified as marksmen in the United States Army, and that I would at once instruct these men to kill every man who pointed a gun towards the smelter—not to shoot to cripple them, but to kill them outright. I told them that if any of them had any objection to having their carcasses filled full of hot lead, to stop this shooting and keep away from where the shooting was going on. I stated to them that some people seemed to think that a strike was not a success unless a few people were killed, but that I did not agree with that idea; that I did not see the need of anybody being killed; that I knew the ordinary way of handling a strike was to let it go on until it got beyond the control of the sheriff and then the sheriff would call on the governor to send the militia, and then the militia would kill a few women and children and innocent bystanders, who had no interest in the strike, and in the meantime the leaders in the strike would gradually disappear, and after a while the strike would be called off. I told them that I did not consider that the right way to conduct a strike; that I thought that if it was necessary to kill anybody to settle the strike that it should be the strikers who should be killed, as they were the ones who had brought about the strike and were the only persons who could possibly profit by the strike, and it was not right to kill people who were in no way interested; that nobody would be killed unless the strikers themselves started the trouble; that the deputy sheriffs would not shoot until they had first been shot at, and that if shooting was resumed I would take it for granted that they thought the time to kill a few people had come, and that I would instruct my men to pick off the first three or four leaders that might come within range of their rifles—that I thought that the killing of one leader would do as much towards settling the strike as the killing of half a dozen ordinary strikers, and that I did not want to run up unnecessarily high the cost of funerals; that we would kill not more than two or three, or not to exceed four in any one day, and that if shooting was resumed again we would understand that they thought that in order to conduct the strike properly a few more strikers ought to be killed, and we would proceed to shoot a few more, but not more than four in any one day, and that every time shooting was resumed we would proceed on these lines until enough strikers had been killed to settle the strike satisfactorily to all persons concerned.

"The strikers agreed that there would be no more shooting, and there was none until about 2:30 a. m. Sunday, January 4, 1914, when I was called on the 'phone and informed that shooting had been resumed and that the strikers were trying to shoot out the searchlights and kill the operators of the searchlights, by shooting from the doors and windows of houses within rifle range of the smelter.

"I then called up the two Sunday papers and asked them to publish the fact that the deputy sheriffs had rifles that would shoot through and through houses in Tacoma or Ruston, and that I had given orders that if any further shooting was indulged in from the doors or windows of any house within rifle range to at once turn loose all the rifles on that house and keep at it until they made it look like a pepper box. This

notice was printed in the Sunday papers on January 4, 1914, and after that there was no shooting for sometime, but it was afterwards resumed. In the meantime I had had shields of boiler steel made for the protection of the men operating the searchlights and although the strikers would occasionally take a shot at the searchlights and the operators no one was hurt. The strikers, however, improvised slung-shots with which they threw rocks as large as goose eggs from the heights above the smelter down into the smelter yard, and finally struck one of the workmen a glancing blow on the shoulder. If it had hit him squarely he might just as well have been hit by a cannon ball, for it came from an elevation of at least one hundred feet. After a good deal of trouble in catching them two men were finally taken in the very act of throwing these rocks with the slung-shots and were tried and convicted, and as a punishment for this attempted murder were given a sentence of *five days* in jail by Justice of the Peace Westcott.

"At the beginning of the strike the strikers were very generally armed with revolvers, which they flourished and used to intimidate men who wanted to work. I finally gave orders to pick out men who were known to be carrying revolvers and arrest them on a charge of carrying concealed weapons. One of these was a man named Joe Sutich. He had repeatedly flourished his revolver and was known by everyone to be carrying a revolver. Four deputy town marshals of Ruston finally undertook to arrest him, and he resisted arrest, but was finally overpowered and placed under arrest. As the officers took hold of him he passed his revolver to one A. Mietlich, and so the officers arrested this man also. I happened to be at the smelter at the time, and the two men were brought into the office. We found the revolver on Mietlich, but Sutich had a pocket full of the shells that fitted the revolver, and although four white men testified positively that they had seen Sutich pass the revolver to Mietlich, and although Sutich had a pocket full of cartridges that fitted the revolver, Justice of the Peace Westcott accepted the word of this Mietlich, who claimed he had owned the revolver for a year and a half and had had it in his possession continuously, in preference to the testimony of four white men, and discharged him. It was this truckling of this justice of the peace to these alien outlaws that emboldened them to carry on their lawless operations and prolong the strike into weeks when it would otherwise have been settled in a few days."

Little, if any, rioting has occurred, nor has any damage been caused to the smelter property, yet considerable shooting was carried on the first few days of the strike, a general fusillade being exchanged from time to time between the strikers living on the hill above the smelter and the county deputies stationed in the plant below. These fusillades usually occurred at night, and during the evening of January 7th a striker named Aronke who was standing on the crest of the hill back of the smelter was killed by a bullet. The source of the shot which caused his death has never been ascertained. On the third day of the strike an automobile containing two men and a deputy ascended the hill and was fired on from a group of about fifteen strikers, but no one was hurt. A woman named Mrs. Kalarch, wife of one of the strikers, was interviewed, and she stated that on January 28th, while she was going from her home to the grocery store, she was shot at by one of the city guards stationed on the hill. No corroborative evidence in this case could be secured.

Much dissatisfaction was manifested on the part of the strikers, who claimed that they could not obtain a fair hearing from the city officials of Ruston, from the fact that these officials were all connected with the smelter. An investigation into that phase of the situation revealed that Mayor Pratt, who has his private office at the smelter, is the company's physician, while the five councilmen are all employed in the capacity of foremen in the plant. What bearing these circumstances had on the strike could not be ascertained.

Ruston is an incorporated town of the fourth class with about six hundred inhabitants. Mayor Pratt stated that about sixty votes had been cast at the last election. He also stated that he had appointed fifty guards to patrol the streets near the smelter, and that they were all armed with revolvers, with the exception of two men stationed at the big chimney, who carried rifles. Whether the employment of these guards provoked breaches of the peace is a question upon which no definite information could be obtained. It was evident that their presence irritated the strikers and increased the hazard. No violence had been attempted before the guards were pressed into service.

All saloons were closed in the town on the 1st of January at 4:30 p. m., remaining so until the 2d of March, when they were opened by action of the city council. Fearing that the opening of the saloons would work to their disadvantage, the strikers passed the following resolution:

Be it resolved, That we, the striking smeltermen, in regular business meeting assembled, enter our most emphatic protest against the action of the said officials of the Tacoma Smelting Company and of the town of Ruston, in permitting the said saloons to reopen; and *be it further resolved*, That we denounce the action of the aforesaid officials as an effort to create turmoil, dissension and strife in the ranks of the strikers, and to inflame them to acts that would alienate public sympathy which they now enjoy; and *be it further resolved*, That the striking smeltermen, represented by Tacoma Local, No. 27, of the Western Federation of Miners, petition the council of the town of Ruston, to cause the saloons of the said town to again be closed, and to require them to remain closed until the strike now on shall be terminated; and that a committee be appointed to wait upon and present to the said council of the town of Ruston, the above and foregoing resolutions.

Done in open meeting this 2d day of March, 1914.

LOCAL NO. 27, MILL AND SMELTERMEN'S UNION, W. F. M.

By W. W. Holther, Secretary.

The resolution was presented to the city council by a committee appointed for that purpose, but the council refused to rescind its action.

Cost of Strike.

While no definite figures are available in determining the pecuniary loss sustained by various persons and interests concerned in the strike, it is not impossible to venture an estimate that would be sustained by an accurate accounting of the loss if such figures were obtainable.

It may be reasonably assumed that of the 306 men who went out on strike, not more than 30 per cent have been able to find other employment during the period ending March 15th, leaving a total of 214 men

unemployed up to that date. Allowing 26 working days to the month, this would mean a loss of 66 working days for each man, or a total of 14,124 working days. Multiply these figures by a wage of \$2.25 per day, which is the minimum of the new schedule, and the result will be a loss of \$31,779.00 in wages to the strikers.

The actual loss accruing to the company is more difficult to determine. The cost of maintaining the police service is probably of minor consequence as compared with the loss in operation due to the business organization being demoralized through lack of efficiency of a new crew of men. During the period of time above mentioned an approximate average of 60 deputies and guards have been on duty at a salary of \$4.00 per day for day duty and \$5.00 for night duty. This cost amounts to about \$20,000, not including incidental expenses connected with that feature of the strike. In addition to this expense it is safe to say that a further loss of not less than \$10,000 has been sustained through expenditures that were not required under normal conditions of operation, making a total of \$30,000.00, or an aggregate loss to employers and employees of nearly \$62,000.00 during the period of 73 days. This estimate cannot be condemned unless it be from the side of conservatism.

As an item of interest in this report it can be said that Austrian workmen are not unfamiliar with strikes in their own country. The statistics of strikes and lockouts in Austria, taken from the annual reports of the Austrian government, indicate that the native workmen of that country are probably more capable of resisting the employer in what they deem an invasion of their rights than are our American workmen, or in fact workmen of any other nationality. These reports show that in the course of a ten-year period, 2,178 strikes were reported in that country, involving 13,626 establishments and nearly half a million strikers, resulting in a total working loss of nearly ten million working days. This in spite of the fact that they are not inclined to maintain labor organizations during peaceful periods.

In writing this report it has been my aim to include only such facts as are pertinent to a controversy of this kind. Wherever conclusions have been presented they have been based upon as reliable information as could be obtained.

The report has been somewhat delayed, owing to a desire to obtain additional information relative to wage and labor conditions in other smelters, the same having been sent for, but not being available at this time.

After a careful review of the whole situation, I am led to believe that if an appeal should be made by yourself to both parties concerned in this controversy, it might be the means of effecting a settlement.

Respectfully submitted,

EDWARD W. OLSON,

State Labor Commissioner.

Dated at Olympia, Wash., March 20, 1914.

STRIKE AT THE YOUNGSTOWN STEEL PLANT.

About 200 steel workers struck on the 6th of January, 1914, at the Pacific Coast Steel Company's plant at Youngstown, near Seattle. The men were members of the Amalgamated Association of Iron, Steel and Tin Workers and the strike was for recognition of their union. The strike lasted until February 1, 1914, when it was declared off, the men returning to work under the old system and leaving the matter of wage scale and defining conditions to apply to the local plant, to be adjusted in the future.

ROBINSON MILL STRIKE AT EVERETT.

About 200 men walked out of the Robinson Mill company's plant at Everett on February 14, 1914, the strike being declared as a protest against the discharge of 25 union men, members of a newly organized local, and the walk-out came as a demand for their reinstatement. As told previously, the various mill-owners of Everett pledged moral and financial support to the Robinson mill, while the Employers' Association also assisted, and the men were given until March 4th to return, under threat of a general lock-out, the ultimatum previously quoted being issued at that time. That feature of it in which the mill-owners stipulated that no workmen whatever about their plants would be permitted to wear union buttons brought the Everett teamsters into the controversy temporarily, for when they appeared at the plants one morning wearing their buttons, those who refused to take them off were not permitted to go to work. This act the union men of Everett construed to be in violation of their personal rights and the Commissioner of Labor was asked to go to Everett and investigate this point. He did, taking the matter up with the prosecuting attorney, but the latter wanted to be sure of his ground before proceeding, and the Commissioner requested the Attorney General for an opinion concerning the employers' right to enforce the prohibition on union buttons. The Attorney General replied in a letter in which he expressed the opinion that the mill-owners had a right to insist upon this prohibition, and the proceedings were consequently dropped.

At about this time W. T. Boyce, the Commissioner of Conciliation from the federal Department of Labor who had just a few days previously satisfactorily settled the shingle weavers' strike at Willapa Harbor, went to Everett on March 13 in the hope of adjusting this controversy, but was unable to establish a common ground for mediation. The mill owners persisted in their insistence upon the open shop principle and the men have been returning to work on that basis.

SHINGLE WEAVERS' STRIKE AT RAYMOND

The first difficulty in the lumber industry to grow out of the open shop campaign occurred at Raymond on February 23, 1914, when about 125 members of the Shingle Weavers' Union in four different plants in that city went on strike for the right of affiliation with a trades' organization, the eight-hour day being one of the changes advocated by the recently organized local. The strike at one time threatened to spread and to assume large proportions, the millmen issuing the ultimatum quoted in an earlier part of this chapter, but it was finally settled on March 11, 1914, through the efforts of W. T. Boyce, Commissioner of Conciliation from the United States Department of Labor, a compromise being agreed upon, though only a few of the men regained their old positions.

STRIKE OF LUMBERMEN IN CENTRALIA.

Owing to a cut of ten per cent in their wages, 125 men employed in the mill of the Eastern Railway and Lumber Company went on strike on August 3, 1914. The concern claimed that a reduction in wages was necessary in order to operate in the face of a declining market, although many other concerns in the same class of business in that section of the state were operating under a higher wage scale. The men who struck were not organized. They asserted that they were unable to support their families on the proposed wage. The mill closed down throwing more than 300 men out of employment. At the date of writing this report the concern has not resumed operations. The unemployed

strikers have been aided in the support of their families by supplies furnished by different labor organizations throughout the state.

THE QUESTION OF ARBITRATION.

Such a discussion of strikes as that included in this chapter always brings up the question of the practicability and advisability of compulsory arbitration through state authority of the matters in dispute. It is not the Bureau's purpose to discuss this question at any length here, further than to venture the opinion that compulsory arbitration would not be found practical in all cases, but it does desire to call attention to the misapprehension that exists to the effect that it has some such authority. In fact, the Commissioner of Labor was called to Everett by union men laboring under the misapprehension, during the Robinson mill strike when the mills put the ban on the wearing of union buttons by any employes, and was asked to act under that provision in the law where it is stated that it shall be the Commissioner's duty to "declaim it a misdemeanor on the part of the employers to require as a condition of employment the surrendered of any rights of citizenship," a provision which is absolutely meaningless and nonsensical and which carries with it no real authority whatever. Though the Commissioner stated at that time and restates here that he believes the ban on the wearing of union buttons was an infringement of these rights of citizenship, still he has no authority to enforce that belief and while he might "declaim" himself until he was blue in the face, the "declamation" would accomplish nothing.

The only authority the Commissioner has—and this is merely for voluntary arbitration of industrial disputes—is stated in section 1 of chapter 58, Laws of 1903, which is as follows:

"It shall be the duty of the State Labor Commissioner upon application of any employer or employe having differences, as soon as practicable to visit the location of such differences and to make a careful inquiry into the cause thereof and to advise the respective parties, what, if anything, ought to be done or submitted to by both to adjust said dispute, and should said parties then still fail to agree to a settlement through said Commissioner, the said Commissioner shall endeavor to

have said parties consent in writing to submit their differences to a board of arbitration to be chosen from citizens of the state as follows, to-wit: Said employer shall appoint one and said employe, acting through a majority, one, and these two shall select a third, these three to constitute the board of arbitration and the findings of said board of arbitration to be final."

As a matter of fact, a statement made by W. T. Boyce, the Commissioner of Conciliation of the federal Department of Labor, who visited this state last winter, strikes at the heart of the arbitration question. "I greatly regret that the offer of mediation was not accepted," he said with reference to his unsuccessful efforts to settle the Robinson mill strike, "but it is not for the department of labor to dictate to an employer, or to tell him how he should conduct his business. When I arrived at Everett I found the Robinson plant in operation with a large force of non-union men and if the company is content to operate its plant under such conditions, it undoubtedly has that right. A basis for the opening of successful negotiations was lacking. It is only when both parties to a labor dispute are willing to listen to disinterested advice that mediation can be successful."

The Bureau advocates the passage of a law requiring both parties to a strike to file with the Labor Commissioner within one week after its inauguration, sworn statements setting forth the causes leading up to the dispute and the reasons for whatever action took place. This will not only furnish the Bureau with accurate information as to the reasons for the difficulties, but may prove a foundation for their later adjustment. The Bureau joins with Mr. Boyce in the assertion that "it is only when both parties to a labor dispute are willing to listen to disinterested advice that mediation can be successful," and until that spirit pertains to employer and employe alike in a greater degree than it does in many cases now, the settlement of industrial disputes will remain one of the great problems of the day.

LAW ENFORCEMENT



Law Enforcement.

INTRODUCTION.

All of the labor laws of the State of Washington are well known by those whom they affect.

That epitomizes the policy pursued during the last two years in the enforcement of the labor laws. In no instance has an employer been permitted to plead ignorance of the law as an excuse for his violation. The Bureau assumed that he knew—to have done otherwise would have opened the way for widespread disregard for the law.

It was realized at the outset that if the Bureau were lenient, everybody would take advantage of the leniency, for such is human nature, and so whenever a violation occurred and evidence of it could be obtained, the department did not notify the guilty party and give him another chance—always has he been arrested and tried, except in those few cases where, after a complaint charging a man with violating the law had been filed, the prosecuting attorney deemed the evidence insufficient and dismissed the case. The responsibility there rests upon the prosecutor, not the Bureau.

There is no intention to give the impression that the department has proceeded in a heckling, unfair or harassing manner against employers, for such an impression would be directly contrary to the facts. What the Bureau does intend to convey is that it has never hesitated to proceed against deliberate violators of the law. It has aimed to be as fair as humanly possible at all times and under all conditions, but it has not for one minute countenanced violations or attempted to cover them up, nor will it do so; in those few instances where employers have adopted an irascible and unwarranted attitude, it has acted with all the vigor at its command.

But it rests upon the working people of the state to realize how entirely dependent upon them the Bureau is for information

as to violations and the evidence to prosecute them successfully, and, realizing this, to cooperate with the department as earnestly and whole-heartedly as possible. It is anxious to do everything in its power to enforce the laws, but it has neither the money nor the employees to do picket duty covering the whole state. In one or two specific cases called to its attention where, because of collusion between employers and employees it was next to impossible to get evidence, picket duty has been done and the cost of it paid by the Commissioner himself.

No law is ever positively and absolutely enforced and none ever will be so long as people protect each other in crime. It is believed that the labor laws of the state of Washington are as well enforced, at least, as those of any other state. Perhaps the fact that more than three times as many convictions for violations were obtained during the first year and a half of the present administration as were had in all the previous years since it was created, sheds as much light on the law enforcement question as anything else that might be mentioned; certainly it should be taken into account.

A vast number of the reports of violations comes from workers who have known of them for a long time and have said nothing about them until they had a disagreement of some kind with their employers. Then they seek to make the Bureau of Labor the instrument for venting their spite. It is certainly most unfortunate that they will protect a person whom they know is committing a crime—the Bureau would prefer to be informed immediately.

In one case of this kind, the proprietor of a cheap hotel had been working a girl as waitress from twelve to fourteen hours a day for months, in direct violation of the eight-hour law. The girl was not a member of the cooks and waiters' union, but so long as the proprietor employed a certain cook and things went smoothly between him and the union, nothing was said about the violation. When, however, he refused to sign a scale of wages the union presented to him, it suddenly discovered the violation and preferred charges with the Commissioner against the hotel-

keeper. The Bureau took up the case, of course, for it was a flagrant violation, and the proprietor pleaded guilty and paid his fine, but the case might never have been known except by accident, if the proprietor and the union had not disagreed.

Naturally, law-enforcement cannot reach its greatest effectiveness so long as some of the working people in the state maintain such an attitude. There is no other means of learning of violations of the law than from them. If they have not enough interest to do more than countenance violations, the Bureau is helpless.

There is another influence that works against the most efficient enforcement of the law: seldom is more than the minimum fine assessed by the courts against a person convicted unless the case is most flagrant, and in one particular instance the judge saw fit to fine a man one-half the penalty required by statute, though he had been violating the law for months. The fact is that the courts are altogether too lenient with persons convicted of breaking the labor laws. Too quickly does the employer learn that even if he is convicted he will not be fined heavily and he is too apt to decide he will profit more by continually evading them than by obeying them, even though he runs the risk of being caught. Such a feeling tends to breed contempt for the laws and makes the work of enforcing them all the more difficult.

However, in spite of obstacles such as these, mentioned merely to illustrate some of the difficulties with which the Bureau has to contend, considerable progress seems to have been made to a more general and hearty observance of the labor laws during the last two years. The employers of the state have learned that the Bureau will countenance no violations and as usual when convinced of this are wary of taking a chance.

What has been done in this feature of the work is told in the succeeding portions of this section.

EIGHT HOUR LAW FOR WOMEN.

The claims put forth before the eight-hour law for women became effective in June, 1911, that it would lead to the wholesale dismissal of the women workers whose places would then be filled by men and boys, have not by any means materialized. While such a change was attempted in a few instances, the situation soon reverted to the former condition and, except for perhaps a few isolated instances, it is safe to say that women generally were not displaced, that if there were any such effect it is not noticeable, and that today there are more women workers in the state than there were before the law was passed by the legislature of 1911. The situation, therefore, is most encouraging; the women are being given the benefit of a most salutary measure and, so far as experience shows, are suffering none of the evils predicted.

This does not mean, of course, that the law is not being violated or that in some instances women workers have not suffered the evils from which the law is designed to protect them, but it does mean that the condition of the great mass of them has been materially improved, to their good and the good of the state. Generally speaking where the law is now being violated, or has been in the last two years, the continuance of the violation has been due almost entirely to the fear of the women workers that if they protested or reported the situation to the proper authorities so the violation could be punished, they would lose their jobs. This is the most difficult influence now working against the complete enforcement of the law, for wherever there are violations today, they grow out of collusion between employer and employe in most instances and countenanced by the latter through fear or desire for the extra wages they may be earning, making them hostile to attempts at enforcing it. This is evidenced in the many anonymous letters received by the Department, reporting violations, usually sent by some one who would testify in favor of her employer if

placed on the witness stand, as experience in tracing the letters shows, and is also more effectually demonstrated in those cases where the women have either refused entirely to testify against their employer, who emphatically deny any violations in the place where they are working though it may be well known to the investigator, or who, if they do go on the stand, testify in favor of their employer. Fear, it is presumed, prompts them to this perjury, an act most regrettable not because it deprives the person directly involved of the benefits to which the law says she is entitled, but because it inflicts an injury on every other woman worker in the state.

It must be realized that the enforcement of the law depends almost entirely upon the efforts put forth by this department. Any individual can make complaint to the prosecuting attorney of the county in which he lives and the law presumes that that official will proceed to its enforcement, but experience shows that most complaints are made directly to this department and further that, unless the Bureau proceeds to get the required evidence and to press the complaint, the violation is apt to go unprosecuted.

Many times instances where women work eight hours a day for one employer and evenings for another, have been discovered, but the law does not cover such cases unless collusion between the two employers can be proved, as in the Seattle box factory case tried in the fall of 1912. Yet it is manifest that such cases are plainly violations of the spirit, intent and purpose of the law and the principle upon which it was based, by the very persons whom it is designed to benefit. The Seattle case just referred to was, of course, not of this character. There the foreman who had charge of the plant for his employer during the day, leased it from five o'clock on in the evening and re-employed the same crew of girls to work through until eleven o'clock at night, though they had worked eight hours during the day. He bought all of his raw material from his employer and sold the completed product to him, having a contract therefor, though he took care of his own payroll. Palpably it was

simply a scheme to evade the law and a most heinous one. The trial, which occurred during the previous administration of the Bureau, was prosecuted diligently and attracted great interest, for it was known that the law itself essentially was at stake, and when the decision was given, severely rebuking the employer and foreman and fining them heavily, it was heralded by the friends of the law as a great victory.

The enforcement of the law is weak in one particular, and not through any fault of this department. Since Judge W. O. Chapman of the Pierce county superior court, in a decision in which he ruled in February, 1912, that a stenographer employed in the general offices of the Tacoma Railway & Power Company did not come within the scope of the law because the establishment was not a mechanical concern, and that therefore her employer did not violate the law when he compelled her to work more than eight hours, it has been impossible to induce any county attorney in the state to attempt the prosecution of employers who force their stenographers or other women employed in their office to work more than eight hours. It is not believed the legislature intended or desired to exempt from its benefits any women workers in the industries covered by the law. The decision, however, has had the effect of nullifying the law so far as this class of women workers is concerned.

This leads, naturally, to consideration of an attempt now being made to injure the law through various amendments. It will be recalled that during the last session of the legislature a bill was introduced to amend the law so as to permit women to work more than eight hours per day under certain circumstances, provided they were paid "price and one-half" or "double-time" wages for the extra period. So much opposition to the measure developed, of course, that the member promoting it was finally convinced it was not feasible and furthermore that it might be declared unconstitutional, inasmuch as the law itself is based on the principle that it is a health measure and such an amendment would violate that principle.

Just at present there is a considerable demand from certain classes of employers, especially laundrymen, for an amendment to permit their women employes to work forty-eight hours per week instead of eight hours per day for six days, the change being desired, they say, so they can arrange the hours of work during the week in such a way that, though a woman might be called upon to work ten hours one day, she would work but six the next, and the total for the week would not exceed forty-eight. While there may be considerable ground for the laundrymen's complaint that the law works a hardship upon them because there are one or two days each week in which their plants have practically nothing to do and one or two others in which they are rushed with work, it is plain that such an amendment would destroy the whole intent of the law and would lay it open to widespread violations it would be most difficult, in fact well nigh impossible, to prevent.

Several important prosecutions have been directed against violators of the law, as the succeeding portions of this chapter will show. Of these, perhaps the most important decision was that given by the Chehalis county superior court in the complaint against the National Box & Lumber Company of Hoquiam, when the ruling was made that the law evidently intended "no female should be permitted to work more than eight hours in the twenty-four" and when it was held that an employer was culpable when he permitted a woman to work more than eight hours, even though he did not require her to do so. Such a decision, it would seem, would destroy the effect of that other one previously referred to, exempting stenographers and other office employes from the operation of the law, but such a result has not been noticed.

GRAND UNION LAUNDRY COMPANY, SEATTLE.

The largest and probably the most difficult case handled by the Department was that against the Grand Union Laundry Company of 1251 Main street, Seattle, a union of a number of smaller Japanese laundries, of which H. Okamura was president, T. Yamada secretary, and Okada vice president and manager. The prosecution started when the Department learned that fifteen Japanese women employes had

been compelled to work eleven and one-half hours a day for months. After representatives of the Bureau had spent one day in the laundry, sitting on a balcony overlooking the main room in which the women worked and ostensibly sketching machinery, the evidence was secured upon which the corporation and its officers were arrested February 10, 1914, the women also being taken to the police station, compelled to give bond as witnesses and also photographed, so accurate identification was assured.

It was at first intended to file a complaint against each of the officers of the company for compelling each woman to work more than eight hours, but after a conference with the prosecuting attorney's office, which refused to file more than six complaints, this being done on February 10th, 1914, two against each of the officers. These cases were tried before Judge Gordon and won, the defendants being fined \$50.00 and costs in each instance, amounting to more than \$300.00, though it is estimated the concern had made more than \$2,000.00 clear profit in the previous two years by violating the law.

The investigation in connection with this case brought out the peculiar fact that five different laundry lists were in use, purporting to represent as many distinct concerns, the addresses being different although located in the same building. Only one of these lists gave any indication that the concerns were Oriental establishments, the other four being apparently American laundries. Each of the other four separate concerns had their individual wagons and white drivers, the whole scheme ostensibly being a plan to mystify their patrons into believing they were patronizing white laundries when in reality they were not.

Since this case was tried, the Bureau has not received a single complaint that it or any other Japanese laundry has been guilty of violating the eight-hour law for women.

HOTEL WIXON, SEDRO WOOLLEY.

The Commissioner of Labor during a trip to Blaine visited Sedro Woolley June 3, 1913, and investigated a reported violation of the woman's eight hour law at the Hotel Wixon, finding substantial evidence of a chronic violation. A warrant was immediately sworn out in the justice's court against the proprietor and four of the girls were subpoenaed as witnesses, but before they reached the court, a plea of guilty was entered together with a request for clemency and the minimum fine of \$10.00 and costs was assessed.

MICHAEL'S STORE, CENTRALIA.

Complaint that the law was being violated by M. Michael, proprietor of a mercantile establishment in Centralia, was received. An investigation of the case substantiated the charge and two complaints were filed through the prosecuting attorney's office October 15. The case was set for October 30 in justice court, but upon motion of the

defendant was postponed until November 30, when he appeared and pleaded guilty and was given the minimum fine in one case, the other being dismissed.

SPOKANE HOTEL LAUNDRY, SPOKANE.

On November 6, 1913, the Commissioner of Labor investigated a violation in the laundry department of the Spokane hotel that had been reported during a conference of the Industrial Welfare Commission. The case proved to be one of flagrant violation, yet it was a difficult matter to secure necessary evidence. Nearly all of the girls were interviewed and they were unanimous in their declaration that they had never worked more than eight hours a day, though admitting they sometimes worked on Sundays for which they were paid \$1.50 for four hours' work. The mangle girls said they were receiving a straight salary of \$9.00 per week for six days' work of eight hours each. The foreman also denied in his first conversation that he ever worked the girls overtime. Because it was impossible to get any of the employees to admit a violation it was necessary to pursue other methods, and a request was made to investigate the books, the Industrial Welfare Commission Law giving that authority. Mr. Roberts, the manager, consented and this gave a clue to the evidence. It was found that on the week ending November 1st one of the mangle girls had drawn \$11.75 for the week's work, and that she had worked on Sunday. Allowing that she would receive \$1.50 for her Sunday work that added to her salary of \$9.00, would still leave \$1.25 to account for. Close scrutiny of the time book revealed "blind" figures at the left of the girls' names, and the figure five was found in front of this particular one. This was taken to indicate that she had worked five hours overtime during the week for which she was paid 25 cents per hour, outside information having previously been obtained that this sum was being paid for all overtime work. Adding the sum of \$1.25 for five hours' overtime to her regular salary of \$9.00 per week, together with the \$1.50 for Sunday work, totaled the amount in the last column, \$11.75, thus solving the problem. Mr. Roberts tried to explain that the \$1.25 unaccounted for was due from the week previous, but could not verify his statement. The foreman being confronted with this evidence, very reluctantly admitted was true, and pleaded that if the case would not be pushed he would put an extra girl to work so as to avoid overtime. The girls were again seen but were obdurate, and it was with the greatest difficulty that an admission was obtained from one of them that she had worked ten hours the previous Saturday. A complaint was then lodged with the prosecuting attorney against Mr. Roberts and four of the mangle girls were subpoenaed as witnesses. The case was taken before Justice Hyde and set for November 28th, but the defendant appeared and entered a plea of guilty and the minimum fine was assessed.

BAY VIEW HOTEL, OLYMPIA.

Complaint was made November 22, 1913, that the law was being grossly violated by the Bay View Hotel. An investigation was made and it was found that a girl employed in the dining room had been working in excess of eight hours for a long time although the girl, when interviewed would not admit it. Other evidence, however, warranted filing a complaint, which was done in Judge Crosby's court on November 26th, where the defendant appeared and pleaded guilty, being fined the minimum of \$10.00 and costs.

MONROE STEAM LAUNDRY, MONROE.

A violation investigated by Deputy Labor Commissioner Lucia A. Crangle at Monroe, July 27, 1914, when it was learned that four women worked nine hours on July 2d previous in the Monroe Steam Laundry, resulted in the arrest of the proprietor, R. J. Scott, July 28th. Scott at first announced he intended to test the validity of the law, but on August 10th he pleaded guilty and was fined \$5.00 and costs in one case and the costs in the others, amounting altogether to \$18.75, though the statutory minimum is \$10.00.

ST GERMAINE'S DELICATESSEN AND BAKERY, SEATTLE.

The conviction and fine of \$100.00 and costs of Manager St. Germaine of St. Germaine's delicatessen and bakery, Seattle, on a second offense, obtained in justice court May 28, 1913, was appealed to the superior court by the defendant and the inability of the prosecuting attorney's office later to discover the complaining witness after the trial had been once postponed resulted in the dismissal of the case. The witness complained she had been required to work more than ten hours on Saturday.

MADAME CLAIRE'S SHOP, SEATTLE.

V. E. Lott, proprietor of a retail millinery store in Seattle known as Madame Claire's shop, pleaded guilty to the charge of compelling two women employes to work long hours on Saturdays, after complaint had been filed and the trial set for September 12, 1913. He was fined \$10.00 and costs.

MRS. GALLAGHER'S BOARDING HOUSE, AUBURN.

One of the most interesting cases the Bureau has had occurred in Auburn because the defendant, Mrs. Jane Gallagher, proprietor of a boarding house, did not deny that the women she employed worked more than eight hours a day, but claimed her establishment did not come within the law. She fought the case hard when it came on for trial August 29, 1913, but the state was able to show by one of the three complaining witnesses that the defendant had changed the sign on her place of business from "Cafe" to "Boarding House" and had told

them that boarding houses did not come within the law. The state was able to prove, moreover, that the place was in reality a cafe, and the court so ruled, imposing a fine of \$25.00 and costs.

HOTEL GRANVILLE, EVERSON.

Because the Whatcom county prosecuting attorney, after a complaint had been filed against Mr. and Mrs. Charles Grill, managers of the Granville Hotel at Everson, learned that they regretted the occurrence and would carefully avoid a repetition, the charge against them, filed November 7, 1913, never came to trial. One witness had informed the investigator she had been required to work at least twelve-and-a-half hours a day on October 29, 30 and 31, while another, a former employe then working in a Sumas hospital, stated that while she was at the Granville Hotel she had always been required to work many hours in excess of the eight allowed by law.

FORREST HOUSE, SEDRO WOOLLEY.

Complaint was filed against the manager of the Forrest House, Sedro Woolley, November 14, 1913, charging him with employing a chambermaid for more than eight hours a day, but when the case was called the witness denied having worked more than eight hours and her testimony was allowed to go unquestioned because of her extreme agitation due to delicate health. Previously she had expressed her willingness to testify and had even seemed anxious to do so but she became frightened when taken into court.

HOTEL RIVERSIDE, SNOHOMISH.

A reputed partnership between the proprietor of the Hotel Riverside, Snohomish, which it was claimed arose through an agreement between him and a chambermaid as to salary and commissions she was to be paid, coupled with the attitude of the woman involved while on the witness stand, resulted in failure to convict the defendant of the charge of requiring her to work more than eight hours, though in talking the situation over with the investigator previously, the fact that she worked more than eight hours every day had been admitted. The fact that the supposed partnership did not exempt her from the law, as claimed by the defendant, was urged by the state, but when the case was heard in Everett November 26, 1913, the witness showed such hostility and gave such conflicting testimony that the defendant was acquitted.

NATIONAL LUMBER & BOX FACTORY, HOQUIAM.

During the course of the regular inspection by Assistant Commissioner Frances K. Headlee of those establishments employing females, it was discovered that the National Lumber & Box Factory of Hoquiam had apparently made no attempt to comply with the eight-hour law, as

the girls were accustomed to go to work between 7.15 and 8 a. m., the latter supposed to be the time when the day's work began, to take not more than twenty minutes for lunch, and so were really working from nine to nine-and-a-half hours a day. Incidentally, the investigator learned that the price per hundred paid for the work in this plant was less than the schedule existing in other similar plants in the same section of the state and the general tone of the establishment was below the average. Most of the female employes were foreign-born, many of them unable to speak English, and the information gleaned as to their hours of work, wages, and the like, was obtained through the assistance of an American-born girl who had learned the language of her alien sisters. The information thus obtained was substantiated by consulting the cards of the time clock register and on December 19, 1913, complaints were filed against the company on twenty-four counts, for permitting two girls to work more than eight hours during a period of twelve days during the fore part of that month. The cases were tried December 29th, the defendant contending that his factory was conducted on the piece-work basis, that it was no advantage to it to have its employes work long hours, that that was wholly governed by the employes' desire, but the state obtained a conviction and the minimum fine of \$10.00 and costs was imposed in each case, amounting to more than \$240.00. The case was appealed to the superior court and tried there March 20, 1914, the state again winning, the court holding that the statute evidently intended to convey the thought that no female should be "permitted" to work more than eight hours in the twenty-four. The decision is far-reaching because it places the burden of proof upon the employer and makes him responsible for the conditions that exist in his establishment, for even though he may not compel service longer than eight hours, he becomes responsible just the same when he permits it.

COMMERCIAL HOTEL, CHEHALIS.

December 22, 1913, the investigator discovered that Mrs. J. A. Wigglesworth, manager of the Commercial Hotel, Chehalis, had been employing waitresses and maids for a longer time per day than the law permits, not occasionally but continually. Two of the three girls then working there were willing to testify but the third was reluctant. Complaint was filed December 22, 1913, but when the case was to have been heard December 31st it developed that the prosecuting attorney had failed to serve the papers on the defendant. It was also learned that the two willing witnesses had been discharged and had gone to Seattle, so in the hope of locating them the case was postponed until January 20, 1914. At that time, however, the prosecuting attorney's office had not succeeded in finding any trace of the lost witnesses and in fact seemed quite reluctant to prosecute it. It was perforce dropped.

ROYAL BAKERY, CHEHALIS.

A plea of guilty when charged with a violation of the eight-hour law resulted in a fine of \$10.00 and costs being imposed upon the manager of the Royal Bakery, Chehalis, against whom complaint was filed about the middle of December 1913.

PARKER HOUSE, SEATTLE.

Miss Feazle, proprietor of the Parker House, Seattle, pleaded guilty when charged with violating the law during the first week in October, 1913, and received the minimum fine of \$10.00 and costs.

THREE GIRLS' BAKERY, SEATTLE.

Upon information given the deputy labor commissioner, two complaints were filed early in January, 1914, against the manager, O. F. Fredericks, of the Three Girls' Bakery located at Pike Street and First Avenue, Seattle, and another complaint growing out of a violation in its store at the Westlake market. The former were heard first, January 19, 1914, and the state's victory there brought forth a plea of guilty in the other case. A fine of \$15.00 and costs was imposed in each of the three cases.

COMMERCIAL HOTEL, NORTH BEND.

Testimony as to numerous violations during the six weeks or more of the period the two complaining witnesses were employed, resulted in the conviction of Mr. McClellan of the Commercial Hotel at North Bend on March 17, 1914. He was fined \$15.00 and costs.

STANTON HOTEL, SPOKANE.

Upon reports of violations of the law at the Stanton Hotel, Spokane, an investigation was undertaken which confirmed the complaints and the owner, Mr. E. H. Stanton, together with the manager, Mrs. "Jane Doe" Elliott, were served with formal charges April 1, 1914. The case came up for trial April 9th and was lost because of defendants' contention that the establishment was a boarding house and not a hotel.

ST. HELENS BAKERY, TACOMA.

W. H. Stimpston, proprietor of a little grocery and delicatessen at 212 St. Helens Avenue, Tacoma, was convicted in May, 1914, of compelling a couple of girls to work more than eight hours in his store and was fined \$10.00 and costs. He claimed he had been sick and had paid the girls extra for tending to the shop, but the department's investigation did not bear this out.

LESCHI PARK CONFECTIONERY, SEATTLE.

June 26, 1914, investigated a complaint against F. A. Lane, proprietor of Leschi Park Confectionery, who employed Louise Lufsky in his bakery twelve and fourteen hours every day. A year prior to this

a similar complaint had been received by the Labor Bureau but no evidence could be procured. At that time Mr. Lane required Mrs. Lufsky to sign a written agreement not to work over eight hours a day but gave her no assistant and it was impossible to bake the daily output of 350 loaves of bread in eight hours. This agreement was demanded by the proprietor evidently for the purpose of shifting the responsibility of a premeditated violation of the law and such an act can only be construed as being cowardly in the extreme. Evidence was obtained on June 27, 1914, and trial occurred July 24. The written agreement was used as evidence by the defendant but the court decided that this was conclusive proof of an intended violation and imposed a fine of \$25.00.

PORT ANGELES.

In response to a communication from Port Angeles, alleging a violation of the Woman's Eight Hour Law, Assistant State Labor Commissioner Lucia A. Crangle made a special trip to that city on August 30, 1914, and in making a canvass of the different establishments it was discovered that four of them had been violating the law for some time. Evidence was secured and complaints filed immediately, three cases being tried at the time and convictions obtained in two, the fourth case against the proprietor of the Palace of Sweets being set for a later date owing to the absence of the defendant on a trip to California. Therefore the result of this case cannot be reported at this time. The other cases follow:

HOME BAKERY, PORT ANGELES, WASH.

A plea of guilty when charged with an eight hour violation was entered by Mrs. W. B. Ross, proprietor of Home Bakery, Port Angeles, against whom complaint was filed on August 30, 1914. Fined \$10.00.

SOL DUC CAFE, PORT ANGELES.

Mrs. M. Braeme, proprietor, was fined \$10.00 after pleading guilty August 30, 1914, of a charge of violating the eight hour law.

J. L. KIRSCHBERG'S CLOTHING CO., PORT ANGELES.

On investigation found that the law was violated on Saturdays. One complaint was filed for August 22, 1914. Trial occurred in Justice Davis' court in Port Angeles August 30th. The saleslady testified to working nine hours. J. L. Kirschberg, the proprietor, plead for leniency on the grounds of an emergency case. Justice Davis dismissed the case on the grounds of it being the defendant's first offense.

STEWART & HOLMES DRUG CO., SEATTLE.

It was found on inspecting the laboratory department of the above firm that females were employed eight and one-half hours per day. This violation had apparently been practiced for years on the plea of allowing the girls a half holiday on Saturday, which was at their request.

Complaint in three cases were filed on August 28, 1914. Case came to trial on September 26, 1914. Plea of guilty was entered and the minimum fine of \$10.00 and costs in each case being assessed.

PULLMAN DINER, SEATTLE.

A complaint was received that Mrs. B. D. DeLong, the proprietor of the Pullman Diner at the Pike Place Market, was violating the law on Saturdays. On request of the defendant wishing to plead guilty the inspector filed only one complaint for August 22, 1914. Later defendant decided to test the case and the inspector found the state's witnesses had left the city. Trial occurred September 26, 1914, and was dismissed for lack of evidence.

BERLIN DYE WORKS, OLYMPIA.

John Dodge, proprietor of Berlin Dye Works, plead guilty to a complaint of violating the eight hour law and was fined \$10.00 on September 30, 1914.

The enforcement of the Woman's eight-hour law rests to a great extent on the untiring efforts of the Assistant Labor Commissioner and the Commissioner takes advantage of the opportunity here presented in commending the diligent efforts exerted and the good work performed by the lady assistants with whom he has had the honor of being associated in this work. Miss Lucia A. Crangle, the present Assistant Commissioner of Labor, was appointed June 8, 1914, to succeed Mrs. Frances K. Headlee, who, having served since April 7, 1913, resigned in order to accept the secretaryship of the Industrial Welfare Commission. The individual reports of their work follow:

REPORT OF FRANCES K. HEADLEE, ASSISTANT COMMISSIONER OF LABOR FROM APRIL, 1913, TO JUNE, 1914.

Hon. E. W. Olson, Commissioner of Labor, Olympia, Washington.

DEAR SIR: In submitting this report no attempt has been made to recite in detail form an account of the numerous inspections that have been made, or to recount the various experiences, some of which have been trying and at times, perhaps, discouraging, but rather to outline briefly the result of the effort along these various lines as applied to the problems encountered with their effect upon the work of the department as a whole.

CHILD EMPLOYMENT.

Child employment is one of the most important matters coming within the scope of activities of this department. Not that the State of Washington may be said to have any serious child labor problem like

some of the southern and eastern states, for, thanks to early preventive measures, that crime of the age will probably never be able to fasten its poisonous roots very deeply into the soil of our fair state. The comparatively small number of child labor permits that are issued throughout the state would indicate that there are few children employed; yet it is possible, and even probable, that owing to the rather confusing provisions of the school, labor, juvenile court and welfare laws for minors, all of which fix different age limits, and that no interchangeable reports of the work of these several departments are required, that no little violation of the different statutes may exist through the lack of more thorough inspection. It would seem that the age limit for compulsory school attendance and that of child labor should be the same, it would at least simplify the enforcement of the law. The enactment of the minimum wage law with its application to minors (persons of either sex under eighteen years of age), with its control of both wage and hours cannot but be a powerful force in minimizing child labor. The growing sentiment against almost any form of child employment and all forms of child exploitation indicates that the time is not far distant when these particularly objectionable features of modern business life will be entirely eliminated.

STREET TRADES.

Until the enactment of the juvenile court law of the 1913 session of the legislature there was no state control of street trades. Outside of Seattle, Spokane and Tacoma, this question presents comparatively few difficulties, for it is only in the modern city with its glittering lights and dark alley ways that danger lurks so continuously for the youthful trader. The above mentioned law being a juvenile court measure is being enforced by the regularly qualified officers of the court. In Seattle the law has been further strengthened by a city ordinance containing practically the same provisions and having a thoroughly organized corps of officers to enforce it. The plan adopted by the Seattle authorities for the control of the newsboys' trade through the permit and badge system is proving most satisfactory and should result in making little news merchants of many of these small boys who before were responsible to no one for their conduct, nor had they behind them any organized force interested in their welfare and work.

WOMAN'S EIGHT HOUR LAW.

With reference to the Woman's Eight Hour Law much may be written. Its special provisions and applications are now quite thoroughly known and understood, although some even yet appear to understand that the law permits an *average* of eight hours daily employment. The law does not apply to all industries or occupations in which women are employed, as some seem to think, but only applies to mercantile and mechanical establishments, laundries, hotels and restaurants. There appears to be a decided difference of opinion among the different

prosecutors of the state as to whether or not clerical employment is included within the limitations of the law, and as yet there has been no satisfactory court decision with reference to this much disputed subject. Many claim that the legislature did not intend to include it, while others declare the legislature would have exempted clerical work had it so intended. Since many of the prosecutors object to filing complaints in such cases this department is seriously handicapped in enforcing the law on that point. It is to be hoped the question will early be brought before the courts for final adjudication. It may be truthfully said that the law is being generally observed by the better class of establishments, but the tendency on the part of some less reputable institutions to create conditions which really require a longer service, while they apparently are observing the statute is to be deplored. The women who find such conditions of employment often quietly meet them without complaint, fearing the loss of their positions should they make known the facts. Again there are a great number of second class hotels and rooming houses where more work (a larger number of rooms), is assigned to each maid than is reasonable to expect should be done well in the eight hours permitted by law. In such cases she is either compelled to work longer, or at a rate of speed which is injurious, or to slight her work, thus unavoidably being forced to discredit her own employment. This condition may be said to prevail to a considerable extent where the average number of rooms assigned each maid ranges from 32 to 35, while some have as high as 60.

In such cases their employment is under conditions where proof of violation is most difficult to obtain, because so few persons have any knowledge of the violation. In fact, the maid herself, and the housekeeper (neither of whom will testify unless discharged, when through revenge they desire to give their former employer trouble), are the only persons who have the opportunity to know the actual time consumed and are therefore the only possible witnesses. The larger hotels seldom assign more than 25 rooms, often not more than 22. In Seattle the better class of hotels seem to consider that 22 rooms is an eight hour day's work. This, of course, depends much upon the number of private baths and whether or not second service be given. In the latter case less than 22 rooms would be considered a day's work. This subject is one, however, which must necessarily be governed largely by the character of service required by the management.

It was learned that the opinion is quite prevalent among many of the female workers in the industries covered by the law, that they, too, are subject to arrest and fine for its violation. They, therefore, seek to conceal any overtime thinking they are equally guilty with the employer. Again, there is no inconsiderable number who think that because they may be willing to work longer than eight hours that they are privileged to do so. This opinion received its death blow through the decision of the superior court of Chehalis county on March 20, 1914,

when its decision was rendered in the notable cases filed by this department against the National Lumber & Box Co., of Hoquiam. The court held that the legislature evidently intended to prevent employment in excess of eight hours and that the employer who *permitted* service beyond that stipulated time, even though he had not required it, was nevertheless guilty. This decision was far reaching in that it reads into the law *permit to work* more than eight hours, etc.

No little opposition was encountered when it was discovered that in the larger hotels of the state an alternating schedule of six hours one day and ten the next was in operation affecting the telephone, cigar and newstand girls, the cashiers, checkers and others employed in hotels or cafes in connection with them, where two shifts are required to render the sixteen hours' service required daily. It appears that the employees generally favored this alternating schedule, which, however, is plainly an infraction of the law. This was apparently done under supposition that an *average* of eight hours per day constituted compliance with the law, but the statute does not read so. This condition was found to obtain in the five leading hotels of Spokane, and the subject was taken up with the manager of the Spokane Hotel, Mr. Norman, who is also the president of the State Hotel Association. After a thorough discussion of the case with Mr. Norman, who argued that it was no advantage to the company and that the plan had been adopted because the employees preferred it, he agreed to take the matter up with the state association with a view to having a test case brought and carried before the supreme court of the state if found necessary. He requested time to correspond with the association when he would report. Two weeks elapsed and the matter was again taken up with Mr. Norman, who stated that after a careful discussion of the matter by the Association they decided not to carry the case into the courts. Therefore, the hotels which were known to have been observing this alternating schedule were again visited and informed that any further violation of the law in this respect would meet with immediate prosecution. This raised a storm of protest from the girls so employed, some of whom berated both the investigator and the Bureau. Later, however, when the regular eight hour schedule had been put into operation, some of these same girls acknowledged that they liked it better, their old opposition having been entirely overcome by the observance of the new schedule.

A case of considerable importance with reference to the application of the law was tried in the King county justice court before Judge Fred C. Brown in August, 1913, against Mrs. Jane Gallagher, manager of Mrs. Gallagher's Boarding House in Auburn. The defendant claimed that her establishment was a boarding house and not a cafe or hotel. The testimony showed conclusively that the dining room was open at all hours; that short orders were served; that transients were served at any and all times. In view of these facts as brought out the Court held that the place was a cafe notwithstanding the fact that it was

called a "Boarding House" on the sign displayed upon the top of the building, which sign the evidence submitted showed had been changed from "Cafe" to "Boarding House" in order to evade the law. The case was won by the state, the decision being the first in the state on that particular point.

It cannot be denied that many of the piece workers prefer a longer day and if allowed to exceed the legal limit would do so. This is evidenced in the fish and fruit canneries where the eight hour law does not apply where women have been known to work as many as seventy-five hours per week. Of 1,420 women employed in the fish canneries of the state only about one fourth were content to work the normal day of eight hours; the other three-fourths working from forty-nine to seventy-five hours per week. This work is all by piece rate plan, thus being performed under a high nervous tension which is acknowledged to be injurious. The women return, however, to this employment year after year attracted by the high wage possible by a forced day's work at high speed. This would be impossible were the work continuous, but being of a seasonal character, they do continue throughout the season and then look for lighter work to "rest up," as some of them stated. It would thus appear that some people need to be protected against themselves. Is it not better that two women should work eight hours each and earn \$4.00 apiece, than that one woman should work sixteen hours and carry home the \$8.00? Is it not better that two women should toil a normal day, than that one should be idle, and the other put two days' work in one? Is it not better that two homes should each have \$4.00 per day, than that one should have \$8.00 and the other none?

It is to be regretted that those whom the law is designed to protect should not assist to a greater degree in its enforcement by submitting their testimony when it is needed. Few women are to be found who will testify willingly unless they have been discharged, in which case their testimony usually shows revenge and is therefore discredited. Again, many women after promising faithfully that they will testify go on the witness stand and swear absolutely the reverse to statements made to the investigators. It can thus be seen that the securing of testimony sufficient for conviction where two witnesses are required to a particular violation on a given date, is often a very difficult matter.

SANITARY CONDITIONS.

While investigating the sanitary conditions in the state we have sought, wherever possible, to secure such improvements in ventilation and general sanitary conditions as were necessary and which the law contemplated, without resorting to formal orders or demands. We are pleased to note that, with but few exceptions, the plan has been a successful one. In many cases where new and better accommodations were contemplated because of new buildings in course of construction or planned for the near future, suggestions were made for healthful

rest room sand proper toilet facilities in establishments employing any considerable number of women workers. We are therefore confident that future as well as present results will be manifest through this special effort and investigation.

The employer has generally been found willing to comply with any reasonable regulation recommended. It may be said that in many of the larger and well conducted establishments that sanitary conditions far better and more elaborate than any law would contemplate have been provided. Conditions in the smaller cities and towns were often very bad. In several small towns a considerable number of small shops were found located in buildings having no plumbing whatever, and consequently no toilet facilities of any character, in connection with them. However, as new buildings were replacing the old ones in those places this subject was receiving the attention of the builder. To enforce rigid sanitary requirements under such conditions would mean the closing of a large proportion of such establishments, thus working a hardship upon all concerned.

Our visit was in a great many instances the first they had received from this department of the Bureau; many of them had conceived the idea that the laws were only intended to apply to the cities, since they had had no inspection of any character in the past.

Owing to climatic conditions the problem of ventilation is not so great on the west side of the mountains as was encountered on the east side, where the use of artificial means of ventilation is much more frequent. The greatest difficulty in this respect appears to be from the use of premises by a tenant for purposes wholly different from that evidently intended by the builder. Some of such difficulties can be overcome, but a number of cases were discovered in Spokane where kitchens were located in inside back rooms, having no outside ventilation or light. A ventilating system in some instances had been installed, presumably for inspection purposes since they had been disconnected. The expense of keeping artificial ventilating plants in operation often resulted in their being used only in the hottest weather.

Another condition in connection with this question of ventilation, and which is deplorable, is that a great number of laundries, so many that we would not attempt to enumerate them, have provided toilets with partitions extending only six or seven feet from the floor, and leaving them all open above to ventilate back into the work room. The surprising feature of this condition is that a few entirely new and modern plants had been so constructed. These employers readily made the necessary changes as requested.

We believe that, on the whole, conditions in this respect throughout the state are fair.

SEATS FOR FEMALES.

We believe that the statute governing this matter is being generally observed. A few places were discovered where they pleaded ignorance of the law and others were found where an insufficient number

of seats had been provided. The latter condition existed in mercantile stores in Anacortes, Mount Vernon, Montesano and Chehalis, and in two laundries in Vancouver. The extra seats were provided by the employer upon our request after citing the statute on the subject.

It might be well to note also, that in some of the larger and busier establishments, that while seats have been provided in accordance with the statute, that employes are well aware of the fact that the seats are not for use. We trust this is not true of a great number of establishments.

The Charleton 5, 10 and 15-cent store in Spokane installed a rest room and improved ventilation for its thirty-five female employes when the absence of such accommodations was called to their attention.

The Washington Cracker and Candy Company provided uniform aprons and caps for its sixty or more female employes after our suggestion of the benefits of such a course, which provision had already been provided in the establishment of their strongest competitor.

INSPECTIONS.

We had hoped to make a thorough inspection of the industries coming within the scope of our department and in the nine months (September, 1913, to June, 1914), we covered Snohomish, Skagit, Whatcom, Chehalis, Lewis, portions of Pierce and King exclusive of Tacoma and Seattle, Cowlitz, Clark, Chelan and Spokane counties and made in all about 1,300 inspections of the following industries:

Mercantile	610
Laundries	43
Factories	158
Hotels and Restaurants.....	350
Telephone Exchanges	78
Canneries	14
Miscellaneous	45

There are employed in these various establishments a total of about 9,000 women and girls. Our completion of the inspection of the rest of the state was interrupted by our appointment to the office of secretary of the Industrial Welfare Commission June 8, 1914. During our inspection tour of the state we were frequently called upon to bring before the women's clubs in the different cities and towns the work of our department. We were always pleased to do this when it was possible without too much sacrifice of time, as an intelligent knowledge of existing laws relative to women is not always possessed by the home-keeper and shopper. The latter would be a little more considerate sometimes of the salesladies and the reputable employer who has done all in his power to regulate his business to the shorter hours, while his less considerate and more unscrupulous competitor profits by late sales. We have seen careless and thoughtless women rush into an alteration department at ten minutes before closing time for a fitting they know will take half an hour, and then show decided "pique" if informed that

it was closing time. Many of such practices would be overcome in a short time were the trials and difficulties of the working girl better understood by her more prosperous sisters. A keen interest is being awakened throughout the entire state with reference to the working girls' welfare. The passing of the minimum wage law for women at the last session of the legislature and the establishing of such a wage in the four leading industries—mercantile, manufacturing, laundering, and telephone and telegraph—has still further augmented that interest, which should be fostered.

RECOMMENDATIONS.

First.—That another assistant commissioner of labor be authorized to have charge of the child labor department, which, under the direction of the Commissioner of Labor, shall have charge of all matters relating to the employment of minors and the enforcement of all child labor laws.

Second.—That all child labor laws be unified and placed under above recommended department, and that all child labor permits be issued by this department.

Third.—That a deputy woman commissioner resident in Spokane, to have charge of the department work in Eastern Washington, also be authorized.

Fourth.—That the furnishing of statistics by all employers of female labor be compulsory and non-compliance within the specified time be punishable by a fine.

Fifth.—That a regular statistician be authorized for the Bureau.

In closing this report we desire to express our deep appreciation of your efficient help, hearty co-operation and loyal support of our efforts in this department, without which no success could have been attained.

Respectfully submitted,

FRANCES K. HEADLEE,

Assistant Labor Commissioner.

REPORT OF ASSISTANT STATE LABOR COMMISSIONER LUCIA A. CRANGLE.

SEATTLE, October 1, 1914.

Hon. E. W. Olson, Labor Commissioner, Olympia.

DEAR SIR: We beg to submit the following report of inspections made from June 8, 1914, to October 1, 1914. The four months' work covered Seattle, Port Angeles and Auburn and over 400 inspections were made, including—

Laundries	105
Factories	76
Restaurants	50
Mercantile	75
Hotels	120

SANITATION AND VENTILATION.

The obligatory orders of the Industrial Welfare Commission requiring suitable dressing rooms for employees has been responded to quite generously and had a splendid effect on the workers.

In addition to toilet and dressing rooms, with modern conveniences, some establishments, employing a large number of females, usually have well equipped rest rooms, and allow a reasonable amount of time for their use during working hours. One department store in Seattle serves a 4 o'clock tea to their help every afternoon.

We also found a few firms equipped with a hospital and having a trained nurse in attendance, thus following out the plan of "first aid." Further duties of the nurse are to visit employees who were unable to work through illness, thus assuring them proper care in case of financial distress.

Many employers furnish coffee and cream for the girls' lunches and a few served a cafeteria lunch at cost. Several of the more prominent mercantile establishments employ a woman as welfare worker whose duty it is to gain the confidence of the girls and advise those who are in need of it, also to suggest proper mode of dress in their respective work and assist them in every way possible. Much good has been accomplished by these women, and they have co-operated most heartily with us.

It is the consensus of opinion among those who have had the widest experience with the installation and the operation of these advances in industrial sanitation that it is a paying proposition both for the employer and the employee. The object of all these reforms is to provide the most advantageous surroundings possible for the operatives.

Anyone working under favorable conditions of temperature, ventilation and hygiene cannot help but be more efficient than another person working under opposite conditions. Increased efficiency means increase of output for the employer. This increased output in a short time, more than covers the cost of installation and operation of the improvements.

By the betterment of their surroundings, not only is the worker's efficiency increased, which to him is a small matter, but her health is so improved that sickness with its attendant loss of income and increase of expense is lessened in a marked degree.

CHILD LABOR LAW.

There seems to be a mistaken impression prevailing throughout the state that the law does not require children under the age of 14 and 16 years to have permits to work during the vacation periods and that it is not mandatory for employers to enquire if the children they employ have such permits so long as there is no school in session.

Employers have, in some instances, taken on children as temporary

help during the summer rush and have made no effort to comply with the provisions of the Child Labor Law.

They evidently believe that the law does not require permits during the summer vacation. The law, however, makes no exceptions for the summer nor any other vacation periods. Accordingly the attention of employers is directed to the fact that it is necessary for them to have on file permits for all boys under the age of 14 and girls under 16 during any period of the year.

EIGHT HOUR LAW FOR WOMEN.

The Eight Hour Law has been thoroughly discussed in the Labor Bureau's Report. During the four months of our work we filed fourteen cases and secured convictions in twelve cases. As a rule the fines inflicted for wilful violation of the law are too small. The business man who is inclined to defeat the purpose of the law by stealing time from their female help and then pleads guilty and is fined the minimum penalty, figures it is cheaper to pay the fine than engage extra help. Therefore my recommendation for an increase to \$25.00 for the minimum fine follows.

The difficulty of securing evidence has been fully discussed in the report of the Labor Commissioner in the preceding pages.

CONCLUSION.

We have endeavored to make as many inspections as possible in the four months we have been connected with the Labor Bureau and in several cases have made it a point to reinspect places requiring the most careful attention. Courteous and respectful treatment has been accorded wherever our duties called us and every facility afforded in the performance of the same. Sometimes even a suggestion made where we have no power to enforce was acted upon and this is encouraging, showing as it does the willingness of the employer to cooperate with the labor department.

We wish to record our appreciation for the Labor Commissioner's kindly consideration and for advice and counsel in the direction of the duties to be performed.

Yours respectfully,

LUCIA A. CRANGLE,

Assistant Labor Commissioner.

CHILD LABOR VIOLATIONS.

With no violations of the child labor law in the mills, workshops and factories covered by the Bureau's inspection service and practically no complaints of violations elsewhere since the cannery investigation during the summer of 1918, when 105 complaints were filed and 65 convictions obtained, the situation as to child labor in the State of Washington is most encouraging and, so far as the Bureau can determine, the law is being observed more completely than at any time since its enactment.

As a matter of fact, Washington has no real child labor problem, that is, no real cases of determined exploitation of child labor, and so the question is not nearly so vexing as it is in the eastern states. This is due very largely to the fact that our industries are not so susceptible to its exploitation, which finds its worst expression in the sweat-shops of the east and the cotton mills of the south, of which there is no semblance here. These natural forces working against the exploitation of child labor in this state have been further strengthened by the action of the Industrial Welfare Commission in establishing a minimum wage of \$6.00 per week for all minors in every occupation reached by the Commission, which makes the exploitation of the child worker, to the extent at least that it is known in the east, impossible, for the earning capacity of the minor will not measure up to that of the adult worker and so the latter will be and is preferred. In other words, the Commission in this way has removed the chief attraction of child labor—its cheapness—and so made it impracticable and well-nigh impossible for it to get a foothold in the state.

Essentially, the law provides that no person is permitted to employ a female child under 16 years or a male child under 14 years at anything whatever, except farm or house work, without a permit from the superior court judge of the county in which the child lives. The only way the law can be violated, then, is in the employment of children who have no permits, though ad-

mittedly the spirit and intent of the law can be violated in the wholesale issuance of such permits by the courts, something, however, which is quite unlikely to happen. As a matter of course, while the Bureau keeps close watch of all the mills, workshops and factories coming under its inspection service, it cannot keep every child in the state under surveillance and so the enforcement of these laws is largely in the hands of the probation officers of the different counties, though of course the Bureau exercises general authority, and they are expected to see that the laws are obeyed. From the fact that it receives practically no complaints of violations, the Bureau concludes that the probation officers are handling the situation effectively.

Upon them, too, aided by the State Humane Bureau, devolves the entire enforcement of the Juvenile Court Act, passed by the last legislature, which has been construed to be broad enough to cover nearly every case not touched by the child labor laws.

Following is a list of the probation officers of the different counties so far as they have been appointed:

<i>County</i>	<i>County Seat</i>	<i>Name of Officer</i>
Adams.....	Ritzville	None appointed
Asotin.....	Asotin	None appointed
Benton.....	Prosser	None appointed
Chehalis.....	Montesano.....	Charles McDermoth
Chelan.....	Wenatchee	None appointed
Clallam.....	Port Angeles.....	None appointed
Clarke.....	Vancouver	E. H. Wright
Columbia.....	Dayton	None appointed
Cowlitz.....	Kalama	None appointed
Douglas.....	Waterville	None appointed
Ferry.....	Republic	None appointed
Franklin.....	Pasco	A. E. Myers
Garfield.....	Pomeroy	None appointed
Grant.....	Ephrata	None appointed
Island.....	Coupeville	None appointed
Jefferson.....	Port Townsend.....	C. A. Moore
King.....	Seattle	Dr. Lilburn Merrill, Mrs. Josephine Stuff, Harry Anderson
Kitsap.....	Port Orchard.....	None appointed
Kittitas.....	Ellensburg	None appointed

<i>County</i>	<i>County Seat</i>	<i>Name of Officer</i>
Klickitat.....	Goldendale	None appointed
Lewis.....	Chehalis	None appointed
Lincoln.....	Davenport	None appointed
Mason.....	Shelton	D. F. Wright
Okanogan.....	Conconully	None appointed
Pacific.....	South Bend.....	None appointed
Pend Oreille.....	Newport	None appointed
Pierce.....	Tacoma	S. S. Healy
San Juan.....	Friday Harbor.....	S. V. Boyce
Skagit.....	Mount Vernon.....	A. W. Wilson
Skamania.....	Stevenson	None appointed
Snohomish.....	Everett	William E. Randall
Spokane.....	Spokane	W. M. V. Winans
Stevens.....	Colville	G. B. Ide
		Maggie Thomas, F. F. Battorff
Thurston.....	Olympia	None appointed
Wahkiakum.....	Cathlamet	William Stuart
Walla Walla.....	Walla Walla.....	W. J. Ernest
Whatcom.....	Bellingham.....	F. E. Wyman
Whitman.....	Colfax	None appointed
Yakima.....	North Yakima.....	A. W. Laningham

The investigation of the fish canneries of the northwestern part of the state by the Commissioner of Labor and a member of the Industrial Welfare Commission during August, 1913, and resulting complaints of child labor violations filed against several of the plants, aroused considerable excitement for the time and the result has been that the Bureau's inspector of that district, A. A. Furber, reported in September, 1914, that with but two exceptions he had found no children under the ages of 15 years employed in the canneries, the majority being 16 or 17 years old or older, and at the two places excepted there were but very few less than 15 years and these had permits. "I find that the operators of the canneries have card systems," he reported, "and when in doubt as to the age of children, send them home with cards for their parents to fill in the correct ages. In my opinion," he continued, "the child labor laws requiring permits for children under certain ages, have been lived up to this year better than ever before, as I did not find one instance where a child was working without a permit, in fourteen canneries inspected while operating."

CHILD LABOR VIOLATIONS—FISH CANNERIES.

As previously stated, a total of 105 complaints was filed by the Commissioner of Labor against several of the canneries, on sixty-four of which convictions were obtained. Fifty-five were filed against the Pacific-American Fisheries at South Bellingham, but the defendant succeeding in obtaining twenty-five permits from the Whatcom county superior court before the close of the day on which the informations were filed, the prosecuting attorney consequently did not press these particular cases and they were dismissed. Convictions were obtained in all the other thirty cases, however, and a fine of \$10.00 and costs were imposed in each, the total amounting to \$630.00.

Eighteen separate cases were filed against Ainsworth & Dunn, salmon packers at Blaine, and a conviction obtained in each, the total of fines and costs amounting to \$478.00.

The West Coast Packing Company, also of Blaine, was made defendant in fourteen cases and was convicted on each, being compelled to pay fines and costs amounting to \$294.00.

Three complaints were filed against the Bellingham Canning Company, but the cases were dismissed because the defendant succeeded in obtaining the necessary permits on the same day the cases were brought, though not until after the complaints had been filed.

The Alaska Packers' Association of Semi Ahmoo island, which employed Indian children exclusively, was made defendant in eight complaints, but before the cases came to trial the children had returned to their homes and were not available as witnesses. The complaints were therefore dismissed.

One case was filed against Chin Wing, a Chinese contractor at the Alaska Packers' Association's plant, and upon conviction he was fined \$10.00 and costs.

Nine complaints were filed against Joe Goon, Chinese contractor at the Key City Packing Company's plant at Port Townsend, and trial on one of them was had before a jury which found him guilty, the court imposing a fine of \$25.00 and costs. The court dismissed the other eight cases on motion.

William Myett, foreman at the box factory of the Washington Mill, Spokane, was arrested September 4, 1913, and charged with violating the child labor act by employing a 13-year-old boy without a permit. He pleaded not guilty and the court dismissed the case on the ground that the charge should have been brought against the owner of the concern and not the foreman.

CHILD LABOR VIOLATIONS—THEATERS.

The following violations of the child labor law were investigated and complaints filed by Mrs. Frances K. Headlee, Assistant Labor Commissioner:

On June 6, 1913, complaint was filed against C. S. Murphy, manager of a stock company presenting "Mrs. Wiggs of the Cabbage Patch," at the Seattle Theater, for employing females under the age of sixteen years in violation of the law. Four witnesses were named in the complaint: Ruth Rogers, May Dooley, Hazel Bright and Ruth Haas.

It was discovered that these children had been taken from their studies at school and were appearing each night on the stage, also on Thursday and Saturday afternoons; that when the manager arranged with their parents for their participation in the play they had been assured that it would not interfere with their work at school; but that during the entire time (more than two weeks) that they had frequently been absent from school and that when present they were not in a mental condition conducive to study. The case was tried in Justice Fred C. Brown's court on June 18th, the defendant entering a plea of "guilty," but pleaded no intent to violate the law. The defense claimed that the production was one of such character and repute that no ill could come of participation in it, and that no injurious or hurtful conditions could prevail under such circumstances. A fine of \$10.00 and costs was imposed.

The Alhambra, Grand and Pantages theaters all had youthful performers on the stage during the first week in June, 1913, and the management in each instance was notified that prosecution must follow unless they complied immediately with the law. When they discovered that it was impossible to secure a permit from the superior court judge authorizing the employment of the children such performances were discontinued, but not, however, without considerable opposition on the part of the theater managers, some of whom sought by every possible means to continue such performances by securing permits.

Another case of a similar nature came to our attention in Spokane during the month of May, 1914, where two little girls (sisters) were singing in one of the local moving picture houses. In connection with this case it was learned that few people know of the existence of such a law. Even the prosecutor's office and a prominent attorney of that city had advised the mother of the little girls, also the manager of the theater, that since the youngest of the girls was more than twelve years of age, that it was lawful. When it was discovered that such advice had been given no complaint was filed as both parties concerned readily consented to withdraw them from the performance; thus complying with the statute in that regard.

We are convinced that with the exception of those who are seeking to make the stage a career, that the violations of the law in this respect are very largely due to ignorance of the law.

It is often difficult, with traveling companies, to determine the age of the performers, as there are no records of age available in such instances, and the burden of proof must therefore fall upon the complainant. When the performers are local, such records of age, etc.

may be secured from the school census. This fact has led to the established practice of the issuance of child labor permits through the school authorities.

NEWSBOYS.

Prior to the enactment of the new Juvenile Court law passed by the 1913 legislature, there was no state control of street trades. The section of the act to which we refer reads as follows:

"Any child under the age of twelve years found peddling or selling any article, or singing or playing on any musical instrument for gain upon the public street, or giving any public entertainment, or who accompanies, or is used in aid of, any person so doing: *Provided, That* this act shall not prohibit the giving of entertainments by regularly organized schools or societies where twelve or more musical instruments are used.

"The words 'delinquent child' shall include any child under the age of eighteen years who violates any law of this state, or any ordinance of any town, city, county or city and county of this state defining crime; or who habitually uses vile, obscene, vulgar, profane or indecent language, or is guilty of immoral conduct; or who is found in or about railroad yards or tracks; or who jumps on or off trains or cars; or who enters a car or engine without lawful authority.

"For the purpose of this act only, all delinquent and dependent children within the state shall be considered wards of this state, and their persons shall be subject to the custody, care, guardianship and control of the court as hereinafter provided."

It should be noted also that the city of Seattle, in the spring of 1913, passed an ordinance with similar provisions, which, with the well organized juvenile court system of King county assured its enforcement thus permitting a careful study and analysis of the results under that system of control of this branch of street trades.

It was discovered that there were about 1500 newsboys in Seattle, some of whom held "stands" of considerable financial value as rated by the newsboys union. One of these stands was valued at \$1,100.00. Most of these boys were more than twelve years of age, but a few were found who were under that age, and consequently ineligible to continue to manage the stands as under the old non-regulated method. To meet these conditions without injustice to the boys who had succeeded in establishing themselves as little news-merchants, a plan was carefully made and worked out whereby the entire number of boys so engaged

would come under the direction of a responsible department. Mr. Boggess, a member of the Seattle police department, was selected for the important task of putting into successful operation the new plan. Each boy was required to secure a permit from the newly organized department. Each permit card authorized the holder to sell or deliver papers in the streets or public places of Seattle so long as he complied with the rules and regulations adopted governing the department. Each boy's name, age and residence was recorded, and, so far as possible, he was given a definite location in which to work. Each boy received a metal badge upon which his special number or permit was noted. These badges were furnished by the City of Seattle, \$1,000 having been appropriated for that purpose. The boys were required to wear these badges while at work and were forbidden to loan either the permit or badge. If they lost the badge they promised to pay the cost of same. The boys were required to be in when the curfew rang, unless working. They were forbidden to use bad language or to act ungentlemanly in the presence of ladies. They were especially cautioned to be kind and courteous to the aged. Any violations of the regulations cited above was considered just cause for the recall of the permit and the placing of a charge of "delinquency" against the offender. Should the offense be found sufficient to warrant the permanent withholding of the permit the offender could then no longer be entitled to the assistance of the department. Usually the temporary recall of the permit, and suspension for a few days from duty, were found to be sufficient punishment, and the knowledge that there was some responsible head has been the means of exercising a wholesome control of the entire situation. Mr. Boggess assured us that within eighteen months from the time the law went into effect that he could have every boy in the city under permit and badge and thoroughly in sympathy with the plans and purposes of the department, whereas, prior to the enactment of the law, there was no control whatever, every boy, regardless of age or fitness, who so desired and who could secure a route or stand could enter the business. It would seem that

the plan is worthy the careful consideration of every city where the problem of the welfare of young boys multiplies as the city grows in size and relative business importance.

EIGHT-HOUR PUBLIC WORKS LAW.

Special efforts have been made by the Bureau of Labor during the present administration to enforce the law permitting only an eight-hour day on public works and the result has been that the spirit and letter of it are being very generally observed, except possibly in some isolated sections of the state where the prosecuting attorneys, through some peculiar turn of the wheel of fate, prefer to protect those who may be violating it rather than to enforce the law, a condition which the Bureau has no hesitancy in saying it has encountered quite frequently and in sections, too, that are by no means isolated. This general observance of the law has not been accomplished without considerable effort and the surmounting of many difficulties, but the fact that it does not obtain is convincing proof that most of the employers of this state concerned in such work are willing to obey the law without somebody standing over them with a shot-gun, as soon as they know what it is and that the proper authorities will insist upon its complete observance. As a class, in other words, they are not disposed to violate it just to see whether they can "get away with it" or not; rather, when convinced it is not a "dead-letter," they seem to prefer to handle their affairs in such a way as to come strictly within its provisions, and this, it appears to the Bureau, is more to be commended than criticized.

In the enforcement of the eight-hour public work law we are confronted to a greater extent with the same difficulties in obtaining evidence against the employer than we are with the woman's eight-hour law. Oftentimes it is found that the workmen will aid and abet their employer to work ten hours a day so

that they may earn larger wages, inasmuch as they are usually paid an hourly rate. Even though this does not occur it is usually a difficult matter to get the workmen to give evidence against their employer through fear of a reduction in their wages. This is positive evidence that the better class of workmen want to earn more than \$2.00 a day, 25 cents per hour being the average wage paid, and to earn more are willing to work ten hours a day and will protect their employers if the latter passively or intentionally let them work the longer time. This in turn gave rise to the decision of a Walla Walla justice of the peace which caused the Bureau much trouble in eastern Washington until its effect was dissipated, that, when employees passively submit to working more than eight hours per day on public contracts, the employers are not guilty of violating the law, providing the same hourly wage prevailed. Naturally, because of this decision, eastern Washington contractors got the idea that so long as their men wanted to work more than eight hours, it was perfectly legal to let them do so, though this idea was directly contrary to the whole intent and purpose of the law and its plain meaning. They, however, now appreciate the fallacy of such a decision or of such a loophole in the law and after some months of strenuous effort on the part of the Bureau, are paying close attention to the spirit as well as the letter of the law.

The situation in respect to this feature, as divulged by the Bureau's experience under the present administration, leads it to recommend to the legislature the enactment of an amendment to the public works law, providing for a minimum daily wage for common laborers, which is discussed more fully in the chapter devoted to recommendations to the legislature. The Commissioner believes the employers will reap as great a benefit from it—very likely more—as the employes, for the dependable wage will bring them a better and a steadier class of workmen while it will also establish a fixed and common basis for the labor expense on all such contracts, enabling every bidder to know that his competitor will have to pay an equal amount for that item.

Now, wages on public works in this state fluctuate widely, reaching \$2.25 and \$2.50 a day when the labor supply is short, and dropping as low as \$1.75 when there is great unemployment. Were some standard fixed and only those men employed who came up to that standard, it would be better for all concerned.

This recommendation relative to the minimum wage is made with full consideration for the difficulties with which contractors must now contend. It is more than warranted by the situation, and not only for these reasons but for the further fact that the present absence of a minimum wage provision makes practically inoperative that feature of the law which requires contractors to pay "time-and-a-half" to their men when working them overtime under the emergency provision. The Commissioner, in making this assertion, has in mind what occurred on a state highway contract this summer where the contractor claimed an emergency on the ground that he could not possibly finish the job before wet weather set in, his claim being supported by peculiar conditions there existing, and began to work his men ten hours a day under the emergency clause, taking advantage of the law by reducing the hour wage in such a way that he paid the men 25 cents less per day for ten hours under the new schedule than he should have paid them under the hour wage previously prevailing. In other words, for working ten hours a day he paid them exactly as much under his reduced hour scale as he would have paid them in "straight time" under the old schedule for ten hours' work, which in effect meant that the men really got no overtime though paid for the extra two hours' work. Previous to starting to work his men ten hours a day, he had been paying them 25 cents an hour or \$2.00 for an eight-hour day. If he worked them ten hours "straight time" under this schedule he would pay them \$2.50, but under the "time-and-a-half" provision of the emergency clause, he should have paid them \$2.75. Instead of that he reduced the hourly scale to 22.7 cents, and, though he paid them "time-and-a-half" for the extra two hours' work, the cost per day to him was only

\$2.50. That looks like a "cheap trick," of course, and it is, but nevertheless it was attempted, until the Commissioner intervened and threatened prosecution, when 25 cents hourly wage was restored and 87½ cents per hour paid for overtime.

So it is plain to see that the lack of a minimum wage provision in the statute operates to cheat the men and gives the employer who wants to take advantage of them, every opportunity to do so. That is why the emergency section of the law is made inoperative to a great extent and why a minimum wage provision should be added. The assumption that the same hour scale an employer has been paying on the eight hour basis will be extended to apply to the extra two hours under the emergency, would appear on the face of it to be a safe assumption, but experience demonstrates that it is not, as the example cited above shows, and the legislature should abolish all grounds for such an assumption by fixing a minimum wage.

A condition that does not seem preventable even with the minimum wage amendment, is the practise of groups of Italians or other workmen to band together and take a subcontract to do a particular portion of the work on a public works contract, being bound neither to the eight-hour work day nor to a particular wage on account of that contract, but simply agreeing to do the work for a specific sum or method of estimating. These conditions exist on private construction as well as on public works and operates entirely contrary to the intent of the public works law, but there is no means now to cope with it.

It may seem strange, but as the Bureau suggested a little while ago, it has found during the last two years that there are times when some prosecuting attorneys take it upon themselves to protect violators of the public works law, which is the main reason why the Camas case is cited in some detail a little later on in the pages that follow.

Reference has been made in the earlier pages of this section to the decision of a Walla Walla justice of the peace which hampered the administration of the law in that part of the state. This and the decision in that latter case brought about

when the mayor of Bellingham sought to countenance a violation of the law by issuing a permit to a contractor engaged on public work for that city, in which he was prevented by superior court ruling, were the two most important that arose during the last biennium. Both will be treated at greater length in the discussion of individual cases that follow; suffice it here to say that in both cases the constitutionality of the law was upheld and that while the former was directly contrary to the intent and purpose of the law and, as the Commissioner believes and it is now generally accepted, was wholly unfounded, the latter, a superior court decision, settled for all time the fact that no power is given any officer, state, county or city, to issue permits under the emergency clause. This latter decision is most important, for if there were any such loophole in the law, if officers promiscuously were allowed to issue such permits, the enforcement of the law would become very much of a farce and the actual result would be widespread violation of all it was intended to produce.

All things considered, however, comparatively few violations of the public works law have been reported and investigated during the past two years. Those that did come before the Bureau are told briefly in the following pages.

ADNA

On April 9, 1913, a complaint was received of an alleged violation by contractors on a public school building at Adna. A personal investigation was made on April 10th and it was found that the building had been completed nearly a month before and the workmen had been discharged and with one exception could not be found.

GOLDENDALE

Complaint was made to the Bureau on June 14, 1913, that the Hill Paving Company had been working their men more than eight hours a day on a street paving contract at Goldendale. This was investigated on June 17th in connection with

wage collection matters, suit was filed against the company for violating the law and the superintendent pleaded guilty, being fined \$25.00.

BOTHELL

On July 21, 1913, word was received of an eight-hour violation on the Pacific Highway between Seattle and Bothell and upon personal investigation the matter was laid before the county prosecuting attorney who considered the evidence insufficient and the case was dropped.

PULLMAN

On July 28, 1913, a complaint was received charging that George Groshoff, a contractor on the new high school building in process of construction at Pullman, was violating the eight-hour law by requiring his men to work ten hours per day. After a personal investigation of the matter the charge was substantiated and evidence laid before the prosecuting attorney. Groshoff was arrested and fined \$25.00 and costs.

BREWSTER

On August 8, 1913, a communication was received with information that the eight-hour law was being broken by contractors in the construction of a school building at Brewster. A personal investigation was made of the case a few days later and it was found that the firm was paying their men price and a half for overtime, claiming that they could not secure sufficient skilled workmen to come to that remote section of the state for the few days required to complete the contract on time, thereby being forced to take advantage of the emergency clause contained in the law.

PORT ANGELES

On August 16, 1913, a reported violation on road work in Clallam county was investigated, but sufficient evidence could not be procured to warrant laying the matter before the prosecuting attorney. Of the men that could be found none were willing to admit that there had been any violation. The complaint came from a workman who had been discharged.

MORAN PRAIRIE

On September 3, 1913, J. R. Greenwood, a road contractor, was arrested for violating the eight-hour public work law in constructing a public highway near Moran Prairie, Spokane county. Greenwood gave bonds for his appearance at the trial which was set for September 23rd, but when the case was called he failed to appear, thereby forfeiting the bonds, amounting to \$25.00.

KAPOWSIN

On September 12, 1913, a telegram was received, signed by George Buchanan, which stated that contractors were working their men ten hours on a school building at Kapowsin. The case was investigated on September 14th, but no evidence could be obtained that there had been any violation. Upon looking up Buchanan he admitted that he had no evidence to substantiate the allegation set forth in his telegram, but that he had seen two painters working around the building one evening about seven o'clock which led him to believe that they were working overtime. The painters claimed that they had begun work on that day after the noon hour and therefore had not worked beyond the eight hour limit.

WALLA WALLA

Complaint was filed September 17, 1913, at Walla Walla by the Bureau against C. F. Caris, a subcontractor building a state road between Walla Walla and Waitsburg, charging him with working his men nine hours a day. He made no denial of the facts when the case came to trial before a justice of the peace on September 27th following, other than to plead not guilty, though his attorney raised the question of the constitutionality of the law. Upon the completion of the trial the justice took the case under advisement for a few days, finally issuing a decision holding Caris not guilty. This is the ruling which caused the Bureau some difficulty in eastern Washington and it was with some difficulty that the result of the decision was counteracted in that section of the state. The trouble was that the justice who gave it overlooked one

of the essential and plainly stated features of the law: that which requires that a man must be paid "time-and-a-half" for each hour over eight that he works each day, under the emergency clause. To assume that the law countenances or even contemplates such a distinction as he drew, from which he ruled that the same hourly rate as for eight hours should prevail for the extra hours' work, is to presume something clearly and specifically contrary to what the law says. However, the effect of the decision has now been dissipated, and yet as it stands out as one of those strongly bearing on the Bureau's work during the last two years the statement of facts and of law is given in full:

"The defendant, C. F. Caris, on the 17th day of September, 1913, was a subcontractor, under a contract with the State of Washington, to build and grade a portion of a certain State-aid public highway between the cities of Walla Walla and Waitsburg in said Walla Walla county. Said enterprise was a public work, instituted, authorized and being done by the State of Washington under the provisions of the State-aid highway law. As such subcontractor, defendant, among others, employed certain ones, N. V. Phillips and F. A. Merrett, to perform labor on said highway under said contract. The agreement with Phillips was to pay him 50 cents per hour for himself and team, and with Merrett 25 cents an hour for his own labor. There was no condition, agreement or requirement as to how many hours either Phillips or Merrett should work per day. On the 17th day of September, 1913, with the knowledge of defendant, Phillips with his team performed labor on said highway under said contract for the period of nine hours and was paid for such services by the defendant at the rate of 50 cents per hour, or the total sum of \$4.50. On the same day Merrett performed labor on said highway under said contract for the period of nine hours and was paid for such services by the defendant at the rate of 25 cents per hour, or the total sum of \$2.25. On divers other days, in fact such being the general custom, prior to said day, both Phillips and Merrett performed like labor for a period of nine hours each day and respectively received from the defendant like pay. The defendant did not compel, require, command or request either Phillips or Merrett to work in excess of eight hours in any one day, but each did so voluntarily and at his own initiation and discretion.

"There being no evidence or proof to the contrary, the following facts are fairly presumed and implied from the foregoing facts: Phillips and Merrett were each and both of lawful age and sound mind and the servants of the defendant and not the servants of the

State of Washington. Said work performed was the common, ordinary work incident to said undertaking and not 'extraordinary emergency' work within the meaning of the statute. Said labor was healthful, out-door work, not dangerous, hazardous, or in any way injurious to life, limb, or health, and could be performed for a period of nine hours each working day without injury from so doing. Said services were performed with the passive permission and consent of the defendant. The only moving cause for said employes laboring in excess of eight-hours per calendar day was the additional compensation for the extra work.

Conclusions of Law.

"1. Said statute is constitutional and valid.

"2. Any overt act of a contractor, subcontractor, etc., which amounts to a moving or contributing cause whereby a day's work is made to consist of more than eight hours is in violation of the statute, e. g.:

"a. Compelling or requiring an employe to labor in excess of eight hours in any one calendar day.

"b. Entering into an agreement with an employe wherein a day's work in excess of eight hours is made a condition or requirement of the contract of employment.

"c. Discharging or threatening to discharge an employe for neglecting or refusing to labor in excess of eight hours in any one calendar day.

"d. Commanding, urging or requesting an employe to labor in excess of eight hours in any one calendar day.

"e. Discriminating in favor of employes who work in excess of eight hours in any one calendar day and against those who do not or refuse to so work.

"f. Passively consenting and permitting an employe to labor in excess of eight hours in any one calendar day and disallowing extra compensation for the extra time at the regular rate.

"3. Passively permitting an employe of lawful age and sound mind to labor in excess of eight hours in any one calendar day at healthful, out-door work, not dangerous, hazardous, or in any way injurious to life, limb, or health, and which could be performed for such period each working day without injury from so doing, or passively consenting to such employment, and allowing and paying extra compensation for the excess time, at the regular rate, is not violation of the statute.

"4. The facts found herein do not disclose a violation of the statute on the part of the defendant.

"5. The defendant is not guilty.

"The foregoing findings have reference only to common, ordinary work incident to the enterprise, such being the only issue involved herein, and not to 'extraordinary emergency' work within the meaning of the statute."

Upon the filing of the Bureau's complaint, however, the subcontractor put his crews to work on a straight eight-hour basis and continued to do so, so far as the Bureau could learn, until the contract was finished, so that in reality the Bureau's action resulted in an observance of the law, in spite of the unfavorable decision.

BELLINGHAM

When the Bureau, after formal complaint to it, filed suit against K. Sauset, contractor on a street paving job in Bellingham, and who had been granted a permit by the mayor of that city to work his men more than eight hours, considerable interest was displayed throughout the state in the outcome of the suit, for its importance with reference to the eight-hour public works law was well understood. The permit had been issued under an ordinance of the city of Bellingham granting the mayor that authority. Suit was filed October 8, 1913, and given a jury trial December 9th. The contractor claimed an emergency existed, fearing he would be unable to complete the job before the wet weather set in, but he failed to pay the men "time-and-a-half" as provided in the emergency provision of the law. The mayor, the street commissioner and the fire chief all claimed, while testifying, that because this street was torn up the fire department would be compelled to detour a whole section and that therefore there was great danger of damage to the property in that section and that it was absolutely necessary the work be rushed as quickly as possible. But the court, in giving its decision, held that this condition always existed in any city where paving was in progress and that therefore an emergency did not exist. The decision squarely stated that no official, state, county or municipal has authority to issue such a permit.

The judge, in instructing the jury on this point, (Instruction No. 8) said: Some evidence has been given in this case tending to show that the mayor of the city of Bellingham gave to the defendant a permit to work his employes more than eight hours per day in the improvement of that portion of Holly street in

question in this case. You are instructed that the mayor was at the time charged in the information, and is, without power to issue such permit, and that the same constitutes no defense to the charge contained in the information." The only question involved was whether an emergency really existed, the judge instructing the jury: "The question whether or not an extraordinary emergency existed at the time of the alleged commission of the crime charged in the information is one of fact for you to determine from all the evidence and circumstances in this case, and you will do so under these instructions." The trial resulted in Sauset, the contractor, being convicted and fined \$75.00 and costs, and his foreman, Gus Peterson, \$25.00 and costs.

Only a short time after this case was decided, the Commissioner of Labor was called to Bellingham again, on December 24, 1913, to investigate a complaint that Brooks and Olsen, contractors digging a tunnel for an intake pipe from Lake Whatcom for a new gravity water system for that city, had been working their men more than eight hours a day, and here, too, in spite of the decision in the former case, he found that the mayor of Bellingham had granted a permit to the contractors to do so. At that time the Commissioner made a statement to the newspapers of which the following is a portion:

"The action of Mayor Cleary in issuing permits granting a suspension of the eight-hour law on public work is plainly in discord with the law, which does not delegate that power to any public official. Mayor Cleary, however, proclaims his right to issue these permits under the city charter, which if it does give him that right is clearly in conflict with the state law. The unfortunate result of issuing these permits is the fact that the contractors are thereby misled into violating the state law when there is no such intention on their part."

The Commissioner, upon investigation, found that the new tunnel was being constructed alongside the old wooden intake pipe, that great care had to be exercised to protect the latter, for if anything should happen to it the whole city would have been without water, that men had to be kept constantly pumping out the new tunnel to protect the men working there and the old intake pipe, that skilled miners were required for this

work and that the contractors had had great difficulty in getting men, even having sent to Montana for some, and that they paid their men "time-and-a-half" for the extra hours' work. The Commissioner decided that there was no question that an extraordinary emergency existed in this instance and permitted the contractors to proceed with the work. This decision was only reached after having the State Coal Mine Inspector make a thorough investigation of the conditions under which the contractors were forced to dig the tunnel.

MEDICAL LAKE

On March 26, 1914, a letter was received from Spokane stating that S. G. Morin, who had been awarded a state contract for building the school for the feeble-minded at Medical Lake intended to work his men on that contract nine hours per day. The job was kept under surveillance but no evidence was forthcoming of any violation until April 20th, and it was with some difficulty that adequate evidence could be secured to insure a conviction as none but discharged men would admit violation. However, by May 11th sufficient evidence had been secured and a complaint was filed for Morin's arrest, and when arraigned was found guilty and fined \$25.00 and costs.

NEWPORT

On May 5, 1914, an affidavit which was secured from four men employed on road work by John McInnis on the state road west of Newport was filed with the county prosecuting attorney of Pend Oreille county with a request that the contractor be prosecuted. Following is an extract from letter received from the prosecuting attorney under date of June 16th:

"With reference to the case of John McInnis, who is alleged to have violated the eight-hour law, will say that I have not been able to locate any of the complainants as yet and can get no one to sign a complaint against Mr. McInnis."

An effort was made by this department to find the witnesses but without avail, and the case went by default.

LYNDEN

On May 15, 1914, an anonymous letter was received, making complaint that a road contractor on the Hannegan road near Lynden was violating the eight-hour public work law, and alleging that he was being protected by county officials in so doing. As soon as it was possible to reach that section of the state a thorough investigation was made with the result that abundant evidence was secured and the case laid before Mr. Frank Bixby, county prosecuting attorney, and a warrant was issued for S. W. Worthen of the contracting firm of Worthen & Satterwaite, who, when the case was called, pleaded guilty and was fined \$100.00 and costs. No evidence could be obtained that Worthen was being protected as alleged in the letter. Twenty-two teams and forty men had been working nine hours a day. Worthen declared that the men were paid by the hour and that they wanted to work in excess of eight hours in order to earn the extra pay.

CAMAS

On May 19, 1914, complaint was received from citizens of Clarke county alleging that A. Rawson, one of the county commissioners, was employnig men on road work ten hours a day near Camas and that they were being paid at the rate of twenty-five cents per hour. The case was investigated and an affidavit secured from three of the men, Joe Ornduff, J. A. Edwards and Link Myers, setting forth the fact that they had been employed by Rawson under the above conditions. This affidavit was placed in the hands of the county attorney, Mr. L. M. Burnett, who refused to file complaint, averring that the law did not make a county commissioner criminally liable for an act of that kind. The case was further investigated and copy of an opinion rendered by the Attorney General under date of June 23, 1914, was sent to Mr. Burnett, same being to the effect that "a public officer who willfully employes a workman upon public work for more than eight hours in any calendar day, except in cases of extraordinary emergency, would render himself

subject to criminal prosecution." A second request that Rawson be proceeded against was made, to which Mr. Burnett replied as follows:

VANCOUVER, WN., June 27, 1914.

Hon. E. W. Olson, State Labor Commissioner, Olympia, Wn.

DEAR SIR: I have received your letter of the 25th inst., enclosing affidavits and the opinion of the Attorney General relative to the criminal responsibility of one of our county commissioners for his acts in employing certain laborers upon the public roads of this county. I find upon investigation of this matter that these employes were not required to work ten hours as stated in their affidavits, but that they had the option of ceasing work at the expiration of eight hours in any one day or of working two hours longer and thus earning additional pay. It has been the policy of the present Board of County Commissioners and of previous Boards to employ labor by the hour and to pay labor at a certain specified rate per hour. The men thus employed had the right to work eight hours per day or to work ten hours per day, just as they desired. If they worked eight hours, they received eight hours' pay, if they worked ten hours they received ten hours' pay.

There is also reason to believe that these employes are inspired in their action in making this complaint by certain personal animosity which they entertain against Mr. Rawson. Under the circumstances, I am convinced that no useful purpose would be served by a prosecution of this case.

Yours truly,

L. M. BURNETT,

Prosecuting Attorney.

SHARON

On May 19, 1914, a complaint was filed with the prosecuting attorney of Spokane county for the arrest of John Degin and Frank Campbell, road contractors who were building state highway No. 12 in Spokane county. Their cases were heard on June 7th and they were each fined \$25.00 and costs, amounting in all to \$107.40. An appeal was taken and bond fixed in each case at \$100.00. The appeal, however, was dropped later on.

WOODLAND

On May 31, 1914, a complaint was received that a contractor doing road work near Woodland required his men to work more than eight hours per day. The case was investigated on June 11th and the only evidence obtainable was the statements

of two of the workmen that they had been employed for ten hours on one day sometime before, but they refused to testify and the case went by default.

FREEDOM

On June 2, 1914, evidence was secured against D. G. Monroe, a road contractor who was violating the eight-hour law in the construction of the Inland Empire Highway near Freedom. Twenty-four of his workmen were named as witnesses to the complaint. The case was heard June 19th and the defendant found guilty and fined \$25.00 and costs.

DARTFORD

On June 17, 1914, a warrant was issued for the arrest of John F. Costello, a road contractor, for working his men in excess of eight hours per day in the construction of a county road near Dartford. The case was heard June 23rd and Costello was fined \$25.00 and costs.

CHEHALIS

On June 23, 1914, a complaint reached this department that a contractor by the name of Peterson was violating the law in the construction of a reservoir for the city. An investigation was made and it was found that Peterson was working his men ten hours a day at twenty-five cents per hour. He was immediately arrested on three separate complaints and was fined \$75.00 and costs. Later complaints came to the Bureau from the workmen that Peterson, who had been paying them \$2.50 for ten hours' work, had cut their wages to \$2.00 per day and insisted that the Commissioner take steps to have their wages restored. This of course was beyond the power of the Commissioner.

PACIFIC HIGHWAY AT MONTESANO

Word was received by the Bureau in the latter part of July, 1914, that Pugh & Arenz of Salem, Ore., contractors on a stretch of the Pacific Highway near Montesano, were violating the law and the complaint was investigated July 30th. The Bureau's representative was unable to locate the man who filed

the complaint, but went out to the work himself, where the superintendent frankly admitted he had worked the men nine hours the previous day and would that day and said it was necessary because, unless the company reached the city limits with the paving on the last day of the month, it would not receive its estimate of \$18,000.00 from the state then due, and would be compelled to stop the work for 30 days. He said he had told the men the situation, promised to pay them "double-time" for the extra work and told them they could quit at the end of the eight hours, if they so desired. He also said he had tried to get another crew of men but had not been able to. Under the circumstances the Bureau carried the case no further.

WILLOW SPRINGS

On July 2, 1914, an investigation was made of a reported violation of the public work law by L. J. Gavin, a road contractor who was constructing a section of the Palouse permanent highway in Spokane county. It was found that Gavin was working his men ten hours a day and his arrest immediately followed. The case was heard on July 31st, a plea of guilty being entered and a fine of \$25.00 and costs being imposed.

During the above investigation it was found that W. R. Tuttle who was furnishing crushed rock to Gavin for surfacing the road was also working his men overtime. He was also arrested and the case was heard before Justice Fred H. Witt, who held that because he was furnishing crushed rock at a stipulated price per yard that he was not a sub-contractor and therefore not guilty.

ANACORTES

On August 22, 1914, in response to a complaint charging violation of the eight-hour law a trip was made to Anacortes which resulted in the arrest of A. Storrs who was engaged in hauling gravel for street paving work in that city. Storrs had been working four men in excess of eight hours per day. Four complaints were filed in the Justice Court and a fine of \$100.00 and costs imposed in one case, the other three cases being sus-

pending awaiting the result of an appeal to the Superior Court. It is expected the case will be carried to the Supreme Court if the decision of the lower court is affirmed.

COLLECTION OF WAGES.

In the act creating the Bureau of Labor and defining the duties of the Commissioner, the work of collecting wages for those who were unable to secure the payment of money due them for labor was not contemplated, and in no sense is such work made legally incumbent upon the official in charge. Notwithstanding this, and also the fact that the former Commissioner of this Bureau did not feel justified in doing anything more than to direct wage-claimants to some attorney whenever they appealed for aid, the present Commissioner recognized here a field of particular usefulness to the laboring people of the state, and from a decent regard for those who are in distress, considered it eminently proper, even though it was not a legal duty, to afford them such assistance as he could.

Therefore it soon became known to the wage-earner who met with difficulty in collecting wages from his recalcitrant employer that he could enlist the aid of the Labor Commissioner in his behalf, and every case that was handled successfully seemingly sent forth a herald on fleet wings to attract further appeals of distress, until the wage claim business grew by leaps and bounds to such an extent that it threatened to crowd out all of the duties incumbent upon the officers of the Bureau. Those appeals were made both personally and by letter from all parts of the state and a large per cent of the wage claims handled were of such a character that adjustment was extremely difficult and sometimes impossible. As a matter of fact a majority of them belonged to the class an attorney does not consider it profitable to handle.

During the sixteen months beginning April 7, 1913, and ending August 1, 1914, more than 623 wage claims were handled by this department. Each of them received merited attention and 146 of them, amounting to a total of \$7,933.44, were adjusted, settlement being secured in all but a few cases for the full amount of the claim without recourse to the law. In the remaining cases where the total amount involved exceeded approximately \$35,105.00 the claimants were either aided or directed to file liens or civil suits for the recovery of their wages.

After several months of diligent service in an endeavor to give special attention to each claim received it became impossible to handle the constantly multiplying business, and on April 1, 1914, it became necessary to abandon partially the liberal policy that had been inaugurated in extending this aid to the wage-earners of the state, on account of an equally large growth of the work of other functions of the Bureau. Since that time circumstances have not permitted special investigations of wage claims, which was the means of securing the adjustment of a large percentage of cases, and it was with extreme regret and reluctance that it was found necessary to abandon this feature of the work. All wage claims that reach the Bureau, however, receive attention in an advisory way whenever the facts in the case are sufficiently clear to warrant this being done. None is left unanswered, in any event.

It may be said, from the experience obtained in handling these claims, that the non-payment of wages causes untold distress among the working people of this state and exists to an extent that would surprise those unacquainted with it. Hundreds of families of honest working men are left yearly in a sorry plight, from which it takes years of diligent effort and self-denial to recover. Some cases that have come under our observation are pitiful to the extreme—cases where workmen have faithfully served their employer for months or even years and through his persuasion have placed their trust in him upon his representation that a dull market or some other alleged cause prevented him from securing funds for the time being,

and have consented to let their earnings accumulate little by little until they have amounted to a large sum, then suddenly to find they have been entirely swept away, either by the mismanagement or the dishonesty of their employer. Whenever this occurs the wage-earner is usually left an unwholesome legacy of a store account that cannot be liquidated, and is thereby prevented from securing further credit to tide his family over a period of sickness or unemployment. Many cases of this kind have been deliberately devised by unscrupulous employers who have preyed on the gullibility of their workmen until the latter accept their oily and persistent assurances that their money is "as safe as if it were deposited in the Bank of England." These pirates, after they have once persuaded their workmen to allow a small amount of their earnings to be held back, use this circumstance as a lever and the workmen are then afraid to quit, for fear of losing the friendship they believe is necessary for them to retain to get their money. The result usually is that the employe is left stranded when his employer finally decides to take advantage of the bankruptcy law.

Another result noticeable is that such a climax literally tears the heart out of the average workman and from that time on he is filled with so much distrust for his next employer as to make him hostile to his interests. Here to a great extent we find the fountainhead of the I. W. W. movement, which eventually leads a workman to become a liability to society instead of an asset.

The trouble very often lies in the fact that the men fail to take advantage of their rights under the lien laws before the time limit for such action has expired, which varies in different cases. This they should by all means do immediately, but it is quite easy to see how they can be persuaded by their employer to postpone the filing until they suddenly discover the time limit has expired, and he has had ample time to dispose of the product of their labor, when they are compelled to bring suit for judgment against their employers which, when obtained, is found worthless. The law gives them the right of first action by the

filing of liens and protects them so far as possible in such action, granting no other debtors any relief until the men's claims have been satisfied, and they should never permit themselves to be persuaded from properly exercising that right.

By far the larger number of those who apply to the Bureau of Labor for aid and advice in collecting wages are poor people who cannot afford the expense of instituting legal proceedings to enforce collection. Many of them are women, the majority of whom are employed in small establishments where the owners are operating on their "nerve" instead of capital. Disputes between housemaids and their mistresses are also very frequent and sometimes quite acrimonious, forming a variety of claims that are most difficult of adjustment, as invariably strained personal grievances are involved and the mistress usually withholds payment of the girl's wages to vent her spite.

One of the most aggravated cases of this kind that has been complained of to this department for investigation was that of a young foreign girl who could only speak her native tongue. She had been employed in the household of a physician and was to receive \$15.00 per month with the promise of future advances as she became more proficient. After being employed for several weeks without receiving any salary with which to buy clothes, of which she was in dire need, she appealed to the lady friend who had secured the position for her. Her friend called at the physician's home and saw the mistress, who immediately became angry and accused the girl of stealing a diamond ring, alleging the girl had given it to her father when he visited her a short time before. The mistress claimed the ring had cost her \$250.00, but that it had advanced in value since being purchased so that at the time it was stolen it was worth \$400.00 and insisted the girl would have to pay that amount by serving the time required to earn it. The intervenor was satisfied of the girl's honesty and immediately served notice that she would not allow the girl to submit to such humiliation without legal procedure. The Bureau of Labor was then appealed to and when an investigation was made the mistress announced the

ring had been found among the clinkers taken from the kitchen range, and said it had been melted into an unrecognizable mass. She still blamed the girl, however, and said it was through her carelessness that the ring was gathered up with the sweepings from her room and thrown into the fire. This case had all the earmarks of being a deliberate accusation against the girl for the purpose of forcing her to work without compensation. The girl's parents and friends were urged to bring the matter into court but refused to do so because they dreaded the ordeal of court proceedings. With such occurrences as this, is it any wonder that the trend of the female wage-earner is directed from domestic service to the department store or factory?

Another phase of the situation relative to female wage-earners concerns the hotel maid who, through an advertisement or an employment agency, has obtained a job in a hostelry in some distant city and goes there with the understanding that if she works a month or more, she will receive the amount of her railroad fare in addition to her wages. Too frequently it happens that after she has worked there two or three weeks the proprietor trumps up some charge of incompetency against her, to avoid keeping her there long enough to be entitled to the railroad fare as stipulated in the understanding or perhaps because he has in the meantime had an opportunity to secure some other girl at a lesser wage, and summarily dismisses her, refusing of course to pay her railroad fare and generally leaving her without enough money to get home. Such cases as these are very difficult of adjustment.

The wage claims that reach this Bureau range in amounts from twenty-five cents to several hundred dollars. The smaller claims are, as a rule, the most difficult to handle as they are usually the result of disputes precipitated from various causes, many of which, when the facts become known, are primarily the fault of the workmen themselves. For instance, a workman often secures a position without an agreement with his employer as to what wage he shall receive, but asks some fellow workman, who perhaps is an old employe, what wage he is getting and

when pay day arrives is disappointed if he does not receive the same wage as his fellow workman and a dispute with his employer follows. Then again, the question of hours and holiday work are prominent factors in wage disputes, especially if the workman is being paid a monthly salary.

One notable case the Bureau investigated was where a man had been employed on a farm for three years at the rate of \$40.00 per month and board and instead of drawing his full salary every month had asked his employer to pay him merely what he had to have for actual expenses and to keep the balance until he needed it. The workman drew such sums as he needed from time to time without keeping any account except in memory. The employer had, however, kept a detailed account. An estrangement between the two occurred and the man quit. A dispute arose regarding the amount of wages due and the figures were more than \$700.00 apart. It is needless to say that the employer had an advantage because he had kept a detailed account which also showed that the employee, who was a periodical drinker, had drawn large sums several times and had remained in town for more than a week at a time during these periods of dissipation. The workman denied this charge, but evidence of it was readily obtained from his associates.

Many of the disputes concerning small wage claims are, upon investigation, found to be the result of inebriation on the part of the workman, for which he has been discharged by an irate employer. In cases of this kind the complaint is oftentimes incorrect and seething with such malicious representations as are usually generated in a vindictive mind. Men in this frame of mind are known to have come from distant parts of the state to lay their cases before the Labor Commissioner with the demand that he take immediate steps to prosecute the employer. They usually weave a perfectly believable story that would move a heart of stone. These cases, are, however, exceptions to the general rule and are only mentioned to show that injustices are frequently committed against the employer.

The issuance of a time-check or other evidence of indebtedness for wages which under the law must be payable at face value on demand in the county in which the work is performed unless some point in an adjacent county is more convenient of access to the employe, is a constant source of trouble, the Bureau has found. It has succeeded, however, in establishing that section of the law providing that a workman can collect \$25.00 damages in addition to their wages when compelled to sue for the face value of his time check, while the state supreme court has also ruled that suit may be brought by workmen for recovery of wages and these damages when only an identification card, stating no amount of money, is issued as evidence of indebtedness. These two facts are of great importance to workingmen, who should understand their rights in this regard and should exercise them when need be.

The present time-check law, while considerable of a relief to the laborer at times, also frequently works against his interests, because it permits the contractor to issue checks payable anywhere in the county where the work is being performed and oftentimes men are employed fifty or sixty miles away from the office where payment is to be made and are consequently compelled to walk that distance before they can collect their wages. This is too great an imposition upon them and while it is not disposed to burden contractors with the necessity of paying their men right on the spot, when they quit or are discharged, yet the Bureau believes the checks should certainly be redeemed at the nearest trading point and should bear upon them the name of the place where they will be paid, so there will be no confusion or misunderstanding.

The first action under the time-check law at the direction of the present Commissioner of Labor and the first, so far as can be ascertained, with which the Bureau has ever been connected, occurred in Thurston county in December, 1913. Five men who had been working for Guthrie, McDougall & Company, on railroad construction, demanded cash for their time checks, one of

which is reproduced below, at the place where they had been employed but were told they would have to go to Centralia, in Lewis county. Instead, they came to Olympia, which was nearer, and laid their case before the Commissioner who aided them in bringing suit. This they did on December 4, 1913, the Commissioner himself advancing the preliminary court costs, but the case did not come to trial because the contractors pleaded guilty, on the

GUTHRIE, McDOUGALL & CO.
PORTLAND, OREGON

No. 36569
STATEMENT

Dec 4 1913
April Nelson
Laborman

John Johnson
FOREMAN
Camp & Gang No. *1*
(Working No. *9-3*) has been employed

during the month of *Dec*

Months	Days	Rate	Month	per Day	Amount
<i>1</i>		<i>150</i>			<i>150</i>

INSTRUCTIONS

Medical Fee _____
Sick _____
Board *20* days _____
Balance _____

Signature of laborer for identification only
April Nelson

NOTE—When fee is paid by laborer before being delivered to him

Dollars *150*

advice of their attorneys, paid the men their wages due and \$25.00 damages additional to each of the five suits. The cases cost the contractors a total of \$278.15, including attorney's fees, whereas the wages of the five men upon which they had been refused payment in Thurston county, amounted to only \$6.05 altogether.

Another case worthy of mention was where several men employed by the Chicago, Milwaukee & St. Paul Railroad to whom had been issued an identification card, which is reproduced on the next page, as evidence of indebtedness for their wages, brought suit against the company when payment had been refused at the Seattle office, the company putting up its chief fight against the payment of \$25.00 damages to each of the men and of their attorney's fees. The case was decided in favor of the men and the decision of the lower court being affirmed by the state supreme court upon appeal by the railroad company and though the payment was somewhat delayed on ac-

count of this appeal, each of the men received \$25.00 damages in addition to his wages. This case established the fact, as perviously stated, that workmen can bring suit for recovery of wages and for damages when only an identification card, stating no amount of wages due, is issued as evidence of indebtedness. Apparently, in this instance, the only essential features of the card were the number and the name of the

month, and payrolls bearing corresponding information plus the actual statement of wages due were forwarded by the foreman of the gang to the office where payment was to be made, where the identification cards and the payrolls were compared and the men paid the amounts stated on the latter.

One of the first large wage cases handled by the Commissioner occurred at Goldendale, Klickitat county, in July, 1913, when about forty men who had been employed on street improvement work had been given checks amounting to nearly \$4,500.00 in payment of their wages which, owing to lack of funds in the bank, were not paid and many of the men were forced to lie in idleness awaiting funds from Chicago where the head office of the contracting firm was located. The street work had been completed and the city, according to the contract, was not re-

quired to pay the contracting firm for the work until sixty days after it had been accepted by the city council. Being in hard financial straits it was the intention of the paving company to keep the men waiting for their wages until the city made final payment. The Commissioner made a special trip to the seat of trouble and with the aid of the county prosecuting attorney began to arrange for both civil and criminal proceedings against the contracting firm, but as soon as the head office in Chicago was apprised of this, the money was sent by telegraph and the men paid.

Probably one of the largest claim cases that has ever been recorded in this state occurred at Aberdeen on May 22, 1914, when more than two hundred loggers were discharged by the Warren Company, a corporation composed of eastern capitalists which carried on extensive operations on the Humptulips river. It was asserted that the high price of stumpage together with a poor market for logs caused suspension of operations. The men when discharged, were issued time-checks for their wages but no funds were available for redeeming them.

Two courses of legal procedure were open to the men to secure payment of their wages, which amounted to over \$15,000.00. One was to file a lien against the logs and the other was to begin civil action under the time-check law, whereby they were entitled to recover their wages and an additional sum in each case of \$25.00 as liquidated damages. The latter course appeared very attractive to the majority of workmen and especially to the smaller claimants, but they were advised by attorneys that this course might prove disastrous inasmuch as their lien rights would thereby be forfeited, and also because civil suits would mean prolonged litigation. Being anxious to disregard this legal advice, the Commissioner was telegraphed for, to look into the case and recommend the proper legal course to be pursued. Arriving in Aberdeen the Commissioner met the men in a body in the convention hall and after ascertaining the facts in the case informed them that the safest thing to do would be to file liens against the logs, after which it might be possible

for them also to file suit under the time-check statute. Although no direct authority was obtainable on this latter point, a careful review of cases of similar nature resulted in the following conclusions: that the filing of a lien would not affect the rights of a laborer under section 6562, Rem. & Bal., until the lien was foreclosed and the account satisfied. The lien given by the statute to mechanics and material men is but a cumulative remedy to enforce their contracts for wages, and independent of the statute laborers and material men may have their action to enforce same. The remedies by lien and by suit to judgment may be concurrent (27 Cyc. 320, and cases therein cited, including 15 Wash. 646).

Section 6562, Rem. & Bal., allows a laborer \$25.00 damages if he is obliged to sue on a note, or evidence of indebtedness or check in payment for wages. This is simply an addition of the right to liquidated damages accruing to the laborer in addition to his ordinary right of suit to judgment on his contract for wages. There does not seem to be any conflict between the two remedies, and a laborer may file his lien and then sue to judgment his claim for wages on his contract, note or check and take the judgment, including damages of \$25.00.

The men were so advised and 151 of them filed liens amounting to \$14,850.00, demand also being made for the \$25.00 damages under the time-check statute in the case of each man. Before any proceedings were had on these suits, however, the company raised enough money to pay the claims and the demand for damages was waived in making the settlement, because it was the opinion of the five firms of attorneys who brought the suits that no recovery could be had under the circumstances for damages because of the failure of the company to pay at the time the men were laid off, as it had then been financially unable to do.

The Bureau's experience in handling wage collections demonstrates that the chief offenders are those operators who engage in the logging business without capital, fully intending to pay all wages if they can but who expect their workmen to wait until they can sell their products, though some saw and shingle mills can also be found in this class of business men,

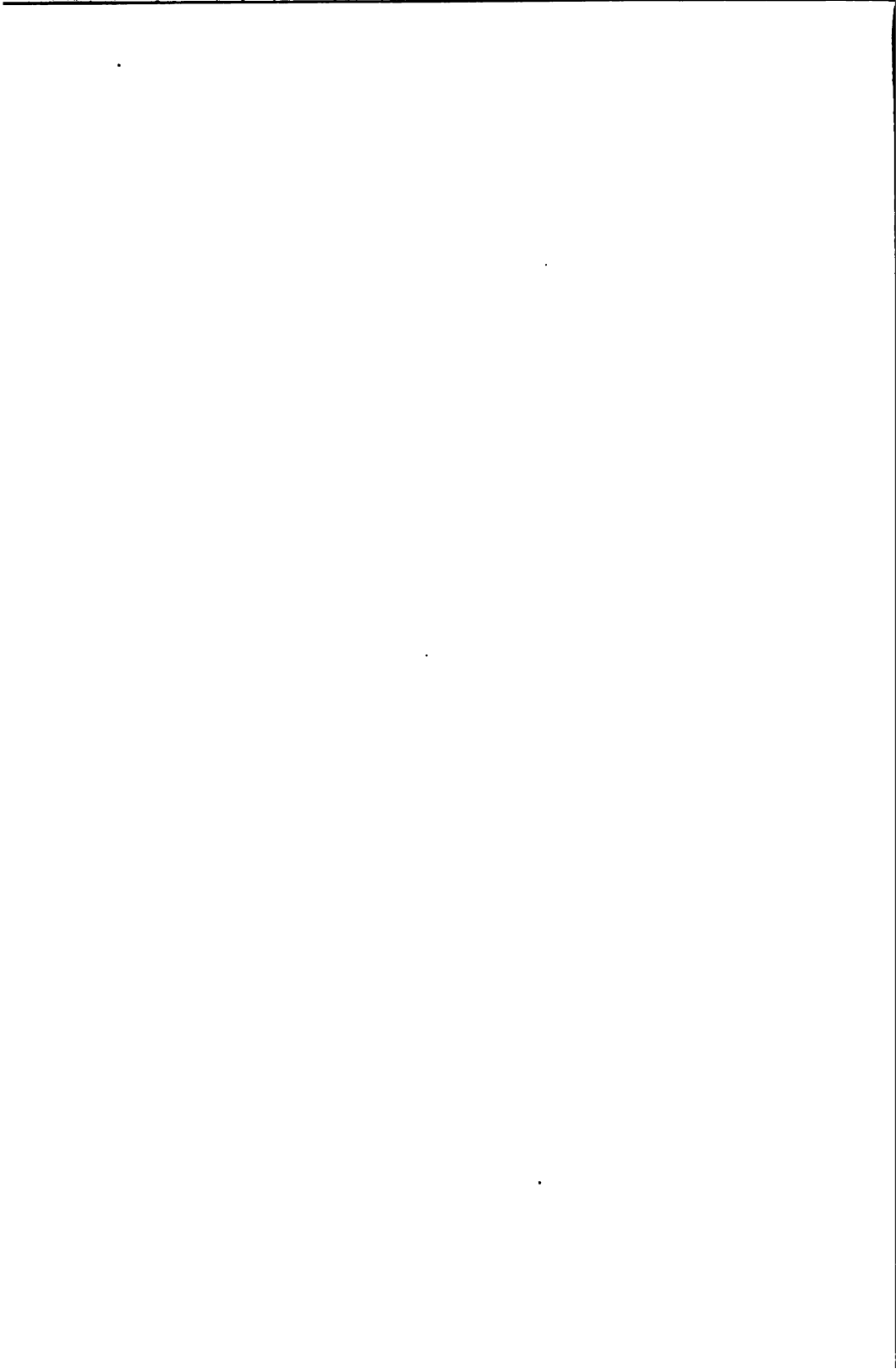
once in a while a contracting firm and occasionally a manufacturer. Because of the great number of these cases, the Commissioner is convinced that the working people of the state need help in this respect more than they do in any other, for it appears they can take better care of themselves when it comes to finding employment than they can in collecting wages after they get a job.

To relieve this situation it might be practical for the state to adopt and compel all employers to comply with the system universally required by the cities on all municipal work, whereby the contractor is compelled to furnish a satisfactory bond to insure payment for labor and materials. Such a system would not be a menace to the financially responsible employer if it were generally used, any more than it is now as applied to public work, while it would protect all employes from the possibility of being defrauded of their wages, as they would be able to recover all amounts due them from the sureties on the bond filed with the State Labor Commissioner.

In view of the objections that might be raised to such a system, however, the Bureau has included among its recommendations to the legislature, explained in detail in that chapter, a plan for the establishment of small debtors' courts which it advocates and approves as a method of relieving the working people of this state from the injustices now heaped upon them in this too general practice of defrauding them of their wages. The plan presented there is simple and attaches no extra expense to the taxpayers of the state and will undoubtedly be efficacious, its enforcement resulting not only in obtaining for workmen the money due them but in so harassing unscrupulous employers generally that the time soon comes when he who might otherwise deliberately intend to defraud his workmen is diverted from this course because of fear of being haled into the debtors' court.

Certainly something should be done to ameliorate the condition in which so many workingmen are unavoidably placed and the subject is treated at such length in this report and the recommendation is made so urgent because of the extent to which the evil exists.

**MINIMUM WAGE LAW FOR WOMEN
AND MINORS**



Minimum Wage Law For Women.

Nine states passed minimum wage measures for women and minors during the legislative season of 1913—Washington, Oregon, California, Utah, Nebraska, Minnesota, Wisconsin, Massachusetts and Colorado. In September, 1914, when this report is being written, the Industrial Welfare Commission authorized by Washington's law, has established the minimum wages that must be paid women and minors in four of the principal industries employing such workers, mercantile establishments, manufacturing concerns, laundries and dye works, and telephone and telegraph offices, and is proceeding with the establishment of minimum wages in other industries just as rapidly as the facts upon which it must work can be gathered, so that by the time this report appears the law will doubtless have been applied to other industries to which, of course, no reference can be made at this time.

The Commissioner of Labor is *ex-officio* a member of the Industrial Welfare Commission and was elected its chairman. The other members of the Commission are: Mrs. Jackson Silbaugh, Seattle; Mrs. Florence H. Swanson, Raymond; Mrs. W. H. Udall, Tacoma, and Rev. M. H. Marvin, Sunnyside, with Mrs. Frances K. Headlee, former Assistant State Labor Commissioner, as secretary. For two months early in 1914 the Commission, then without a secretary, obtained the services of Miss Caroline J. Gleason, employed in that capacity by the Oregon commission, and her investigations and compilations assisted most materially in laying the ground-work for the Commission's subsequent action.

The Washington law became effective June 12, 1913, its first members were appointed by the Governor on July 12 following and the Commission's first meeting took place in Olympia July 23, 1913. Immediately it set to work. At that meeting plans were devised for conducting an investigation into the

wages, cost of living and conditions of labor of women and minor workers in the different industries in the state, which was necessary before formal conferences could be called to recommend an adequate minimum wage for the women workers in those industries. Essentially, under the provisions of the act, the minimum wage was to be based on the cost of living of a self-supporting woman, the allowance to be sufficient to keep her in decency and comfort, and naturally the Commission had to determine those points before it could take any formal action.

Three methods of procedure were outlined; the mailing of five different blank forms seeking statistical information on wages paid, conditions of employment and the cost of living of women and minors, some 30,000 of which were either mailed or distributed personally, to that many employers and employes throughout the state; assigning certain portions of the investigation to different members of the Commission, assisted by paid investigators, and the holding of sixteen informal conferences with employers and employes in the mercantile, factory and laundry industries in the four largest cities of the state. As the result of the mass of detailed work carried on in this way, the Commission had, by the 1st of January, 1914, completed a most extensive investigation of mercantile and manufacturing establishments, laundries, dye works, fish canneries, and telephone and telegraph offices, and then set to work compiling this data in such shape that it could be presented readily to the formal conferences which were to recommend the minimum wage.

Next came the work of arranging for these conferences. Upon the Commission the law placed the responsibility of determining the rules and regulations which should govern the selection of the conferees and the mode of procedure, the Commission adopting parliamentary rules and deciding that there should be three conferees representing the employes, three the employers and three other disinterested persons to represent the public. Immediately it encountered considerable difficulty

in selecting the members of the conferences, especially those representing the employers, who hesitated about serving for fear they would lose their positions. Consequently, the Commission had to take into consideration as many as fifty or sixty persons for this responsible work in arranging for each conference, a responsibility that was felt quite keenly by employes because it entailed the fixing of the wages of their sister workers throughout the state. A great amount of labor and time, therefore, was consumed in investigating the qualifications of all those suggested, each member of the Commission nominating three or more persons for each place in each conference, with whom they had come in contact during the preliminary work or whom they knew personally or by reputation. From these the final selection was made, alternates also being designated.

It so happened that the principal part of the work of arranging these conferences fell upon the Commissioner of Labor, as chairman of the Commission, because the vast amount of correspondence and other detail necessary had to be handled very largely from the central office and it was exceedingly difficult for the other members of the Commission, scattered throughout the state as they were, to give active attention to it, while the Commission had not appointed a secretary at that time. The fact is that the Minimum Wage Law, making the Commissioner of Labor *ex-officio* a member of the Industrial Welfare Commission, and his later election as chairman of that Commission, placed fully one hundred per cent more work upon the Commissioner, besides the enlarged activities of the department in other respects. Very plainly the legislature had only a very vague idea of the vast amount of work entailed in establishing a minimum wage in each one of the many industries of the state, for it is a more stupendous undertaking than appears at first thought. The proper working out of the apprenticeship problem alone involves an enormous amount of investigation and detail, inasmuch as each particular occupation—and there are hundreds of them, oftentimes many in a given branch of each industry—must be considered separately so the decision will be

practical and fair to both employer and employe. This, too, is an entirely new field, so far as the carrying into effect of minimum wage legislation is concerned, and because such work is in the nature of pioneering, progress had to be made most carefully and slowly.

It goes without saying, then, that no one, least of all perhaps those who advocated the law and those whom it is designed to benefit, appreciate the great amount of investigation, detail and study required before the Commission could act with discretion in finally carrying out the provisions of the law. The Commission is constantly confronted with a multiplicity of complex questions, legal as well as economic, that require the utmost care and deliberation in reaching the proper decision, while the correspondence involved in these many intricate questions is in itself a mountain of work and must be done in a careful and painstaking manner in order to introduce the law quickly and properly into general action.

Most favorable circumstances surrounded the inauguration of the law, for it was passed by the 1918 legislature without, seemingly, any opposition from the employers of the state. The employment in 1912 by the Consumers' League of Oregon, of Miss Caroline J. Gleason, a woman of wide experience in the East in such work, to make a survey of wages, working and living conditions among women and minors of that state, was the first step toward minimum wage legislation on this coast. Two bills were introduced during the last session of the Washington legislature, one by Mrs. N. Jolidon Croake in the house and the other by Senator George U. Piper in the senate, the latter providing for the commission form later authorized while Mrs. Croake's bill proposed to establish a minimum wage of \$7.50 in all industries, as does the Utah law. During the progress of these two measures through the different committees, the fundamental principle of the minimum wage for women and minors was not attacked from any source, the only real opposition that developed against either arising from the standpoint of their respective practicability. The Piper bill was finally

avored and its passage delegated to a commission of five members extraordinary legislative and police powers, by whom the subsequent action herein narrated has been taken.

Primarily, as has been stated, the law contemplated a minimum wage based on the cost of living of a self-supporting woman, the allowance to be sufficient to keep her in comfort and decency. So far as possible that was determined in the preliminary investigation, particular emphasis being laid on the cost of board and room to find the lowest reasonable price in various localities, and as far as it was able to gather the statistics from the women themselves, the Commission's report on the investigation also showed the actual expenses of the average woman for such items as shoes and rubbers, repairing of shoes, stockings, underwear, petticoats, suit, coat, dresses and aprons, shirtwaists, handkerchiefs, corsets, corsetwaists, gloves, neckwear, hats, umbrella, repair of clothing, laundry, medicine and dentistry, street car fare, newspapers and magazines, stationery and postage, association dues, insurance, vacation expenses, amusements, church and other contributions, and incidentals. All these facts, together with the results of Miss Gleason's work for the Commission, were compiled into the report which formed the basis of the formal conferences. Copies of this special report can be obtained from the Commission.

Copies of this report were sent to all the members of the different conferences and each, after studying it, presented to the formal conference his or her estimate as to the proper allowance for the different items entering into a woman's annual expenditure; these were discussed and compared in the conferences and a conclusion reached on each item, if possible, then the conference determined the allowance which should be made for all the items and upon this based its recommendation as to the proper minimum wage. How painstaking was this work and how interested were the conferees in it, can best be seen in the fact that in different lines of work the conferences found required different amounts for certain items, for instance, that the girl who clerked in a store needed more for clothes than the girl

who worked in a factory, or that a woman who worked in a laundry needed more for shoes, and all such details were taken into consideration in finally determining what the woman worker in a specific industry ought to have to keep her in comfort and decency. No point was left unconsidered; every detail in each industry that might influence the cost of living one way or the other, was discussed and passed upon, so that the final conclusion was reached as scientifically and correctly as possible.

The legislature apparently contemplated that the minimum wages as fixed by the Commission should apply uniformly throughout the state, and so they do, but there was one question that arose in all the conferences: Should the girl who lives in the smaller town where there is no street car service and where other expenses may average less receive the same wage as the girl who lives in the city, who must pay out at least sixty cents a week for street car fare and whose other expenses are liable to be more? This is the only question unsatisfactorily settled and it is unsatisfactorily settled because the law does not specify that the Commission may fix a particular wage for a particular locality. Even if it did, there is a strong probability the other questions that would arise would make the work more difficult, for doubtless every city and town in the state would be clamoring for its own wage. However that may be, the only thing the Commission could do under the law as it stands was to strike an average for the smaller and the larger cities and to fix the minimum wage at that point. It is practically impossible, of course, to establish a uniform minimum that will be absolutely just in all parts of the state, but the Commission feels that the averages it has adopted are so far as humanly possible, just to every one.

In this way, then, preparation was made for the formal conferences. The important features of these were as follows:

MERCANTILE ESTABLISHMENTS.

The first formal conference held by the Commission concerned the mercantile industry and was held in the senate chamber of the capitol March 31st and April 1st, 1914. It was at-

tended by all the members of the Commission and the following conferees:

Employers' representatives—Messrs. J. L. Paine, Spokane; W. N. Cuddy, Tacoma; and George J. Wolff, Aberdeen.

Employes' representatives—Mrs. Elizabeth Muir, Tacoma; Mrs. Florence Locke, Seattle; and Miss Mayme Smith, Spokane.

Public's representatives—Mrs. Frances C. Axtell, Bellingham; Professor W. G. Beach, Seattle; and Mr. J. D. Fletcher, Tacoma.

After a full and harmonious discussion of all the details involved, the conference recommended that the Industrial Welfare Commission (1) adopt a minimum wage of \$10.00 per week in mercantile establishments; (2) that such concerns be required to allow their female employes the period of one hour for noon luncheon; and (3) that the Commission issue such obligatory orders as in its judgment may be necessary to provide proper toilet facilities, rest-rooms and ventilation in mercantile establishments where women are employed.

Acting upon these recommendations, the Commission, on April 28, 1914, issued the following obligatory orders as applying to mercantile establishments, effective June 27, 1914:

(1) No person, firm, association or corporation shall employ any female over the age of eighteen years in any mercantile establishment, at a weekly wage rate of less than ten dollars (\$10.00), any lesser wage rate being hereby declared inadequate as to such employes to supply the necessary cost of living and maintain them in health.

(2) Not less than one (1) hour shall be allowed for noonday luncheon to any female employe in any mercantile establishment, such requirement being demanded for the health of such employes.

(3) Every mercantile establishment where females are employed shall be provided with a toilet separate and apart from any toilet used by any male person, and such toilet shall be properly ventilated and kept and maintained in a sanitary condition, such requirements being demanded for the health and morals of such employes.

(4) Every mercantile establishment where females are employed shall be properly heated and ventilated, and shall provide and maintain adequate facilities and arrangements, so that such employes may obtain rest when in a state of fatigue or in case of illness.

Pursuant to law, the Commission also issued the following obligatory orders, effective on the same date:

(1) No person, firm, association or corporation shall employ any person of either sex under the age of eighteen years in any mercantile establishment at a weekly wage rate of less than six dollars (\$6.00), any less wage rate being hereby declared unsuitable in the premises.

(2) No person, firm, association or corporation shall employ any person of either sex under the age of eighteen years in any mercantile establishment, after the hour of 7:30 o'clock after noon of any day, such requirement being hereby declared suitable in the premises.

MANUFACTURING ESTABLISHMENTS.

The Commission's second formal conference concerned the manufacturing industry and took place May 12th and 13th, 1914, in the senate chamber of the capitol. All the members of the Commission attended and the following conferees:

Representing employers—Messrs. Fred Krause, Spokane; O. B. Dagg, Seattle; and O. C. Fenalson, Raymond.

Representing employes—Miss Emma Foisie, Seattle; Mrs. Belle Robair, Tacoma; and Mrs. F. H. Lawton, Spokane.

Representing public—Mrs. W. C. Mills, Tacoma; Mr. Edgar C. Snyder, Seattle; and Professor W. M. Kern, Walla Walla.

The following recommendations were made to the Commission by the conference: (1) That a minimum wage of \$8.90 per week be established, and (2) that every manufacturing establishment where females are employed should be properly heated and ventilated, and that adequate facilities and arrangements should be provided so that such employes may obtain rest when in a state of fatigue or in case of illness. Acting upon these recommendations the Commission on June 2 issued the following obligatory orders, effective August 1:

(1) No person, firm, association or corporation shall employ any female over the age of eighteen years in any factory establishment at a weekly wage rate of less than eight dollars and ninety cents (\$8.90), any lesser wage rate being hereby declared inadequate as to such employes to supply the necessary cost of living and maintain them in health.

(2) Every manufacturing establishment where females are employed shall be properly heated and ventilated, and shall provide and

maintain adequate facilities and arrangements so that such employes may obtain rest when in a state of fatigue or in case of illness, such requirements being demanded for the health and morals of such employes.

The following orders with reference to minors, effective on the same date, were also issued by the Commission:

(1) No person, firm, association or corporation shall employ any person of either sex under the age of eighteen years in any factory establishment at a weekly wage rate of less than six dollars (\$6.00), any less wage rate being hereby declared unsuitable in the premises.

(2) No person, firm, association or corporation shall employ any person of either sex under the age of eighteen years in any factory establishment, after the hour of 7:30 o'clock after noon of any day, such requirement being hereby declared suitable in the premises.

FIRST LAUNDRY AND DYE WORKS CONFERENCE.

May 14 and 15, 1914, the Commission held its first formal conference on the question of the application of the law to the laundries and dye works of the state, the entire membership of the Commission being present and the following conferees:

Representing employers—Messrs. A. Jacobson, Seattle; Frank Nixon, Raymond; and W. J. Doust, Spokane.

Representing employes—Mrs. Julia A. Wilson, Spokane; Mrs. Hilda O'Connor, Seattle; and Miss Joanna Hilts, Seattle.

Representing public—Mrs. R. C. McCredie, Sunnyside; Rev. R. H. McGinnis, Tacoma; and Judge E. M. Day, Bellingham.

After a stormy discussion of the issues involved, the conference made the following recommendation to the Commission: That a minimum wage of \$8.50 per week be established in all such industries in the state.

The Commission promptly rejected the recommendation, on May 15, by the following resolution:

WHEREAS, The investigations of the Commission reveal that the cost of living for a woman employed in the laundry and dye works industry in the State of Washington requires more than the sum of \$8.50 per week to maintain herself in health and comfort, and

WHEREAS, The conference on the laundry and dye works industry

held at Olympia May 14th and 15th has recommended to this Commission the above sum as the minimum wage for such women workers,

Therefore be it Resolved, That this Commission hereby rejects said recommendation.

The Commission then proceeded to call another conference.

SECOND LAUNDRY AND DYE WORKS CONFERENCE.

The members of the second laundry and dye works conference were entirely new. It met in the senate chamber of the capitol June 22d and 23d, 1914, and was attended by all the members of the Commission and the following conferees:

Representing employers—Messrs. Frank T. McCullough, Spokane; A. Schmitz, Seattle; and Charles Erholm, Bellingham.

Representing employes—Mrs. Lou Grant, Seattle; Mrs. Eva Miles, Spokane; and Miss Clara Sletsjoe, Seattle.

Representing public—Mrs. Serena Matthews, Pullman; Rev. R. D. Snyder, Colfax; and Professor W. F. Geiger, Tacoma.

The conference recommended: (1) That a minimum wage of \$9.00 per week be established; (2) that the noon-day lunch period be not less than one hour, except in laundries in which the employers on request of two-thirds of the employes may have fixed a shorter period, provided that no lunch period shall be shorter than thirty minutes; and (3) that separate lavatories and toilets, properly screened and ventilated and kept at all times in a clean and sanitary condition, be provided for the women workers.

The Commission rejected the recommendation regarding the lunch period, upon receipt of an opinion from the Attorney General that it could not delegate such authority to employes. Acting upon the other recommendations it issued the following obligatory orders June 25, 1914, effective August 24, 1914:

(1) No person, firm, association or corporation shall employ any female over the age of eighteen years in any laundry or dye works establishment, at a weekly wage rate of less than nine dollars (\$9.00), any lesser wage being hereby declared inadequate as to such employes to supply the necessary cost of living and maintain them in health.

(2) Every laundry and dye works establishment where both males and females are employed shall provide suitable and proper

wash and dressing rooms for such employes, and shall provide separate water closets for males and females, and all such water closets, wash and dressing rooms shall be properly screened and ventilated and at all times kept in a clean and sanitary condition.

Upon its own authority, it issued the following orders with reference to the employment of minors, effective on the same date:

(1) No person, firm, association or corporation shall employ any person of either sex under the age of eighteen years in any laundry or dye works establishment at a weekly wage rate of less than six dollars (\$6.00), any lesser wage rate being hereby declared unsuitable in the premises.

(2) No person, firm, association or corporation shall employ any person of either sex under the age of eighteen years in any laundry or dye works establishment, after the hour of 7:30 o'clock after noon of any day, such requirement being hereby declared suitable in the premises.

(3) No person, firm, association or corporation shall employ any female under the age of eighteen years in the occupation of "shaker" in any laundry establishment.

TELEPHONE AND TELEGRAPH INDUSTRY.

The following persons constituted the conference on the telephone and telegraph industry June 26 and 27, 1914, in addition to the members of the Commission:

Representing employers—J. M. Winslow, Everett; C. E. Munsell, Wenatchee; and J. W. Newell, Seattle.

Representing employes—Misses Lola McCoughin, Tacoma; May Jenkins, Walla Walla; and Gertrude Wallner, Bellingham.

Representing public—Professor Henry M. Hart, Spokane; Dr. Ella J. Fifield, Tacoma; and Mrs. Helen Moore Bebb, Seattle.

This conference recommended that the Commission (1) establish a minimum wage of \$9.00 per week; (2) require a lunch period of one hour; (3) that separate toilets, properly ventilated and kept in a sanitary condition, be provided for all female employes, and (4) that the establishments shall be properly heated and ventilated and that adequate facilities and arrangements be provided and maintained so that women employes may obtain rest when in a state of fatigue or in case of illness.

The Commission, accepting these recommendations, issued the following obligatory orders July 9, 1914, effective September 7th following:

(1) No person, firm, association or corporation engaged in the operation of a telephone or telegraph line shall employ any female over the age of eighteen years in any establishment in connection therewith at a weekly wage rate of less than nine dollars (\$9.00), any lesser wage rate being hereby declared inadequate as to such employees to supply the necessary cost of living and maintain them in health.

(2) Not less than one hour shall be allowed for a luncheon period to any female employed in any establishment used in connection with the operation of any telegraph or telephone line, such requirement being demanded for the health of such employees.

(3) Every establishment used in connection with the operation of any telephone or telegraph line, where females are employed, shall be provided with a toilet separate and apart from any toilet used by any male person, and such toilet shall be properly ventilated and kept and maintained in a sanitary condition, such requirements being demanded for the health and morals of such employees.

(4) Every establishment used in connection with the operation of any telegraph or telephone line, where females are employed, shall be properly heated and ventilated, and shall provide and maintain adequate facilities and arrangements so that such employees may obtain rest when in a state of fatigue or in case of illness.

The Commission also issued the following obligatory orders with reference to minors, August 7, 1914, effective October 7th following:

(1) No person, firm, association or corporation shall employ any person of either sex under the age of eighteen years in or in connection with any telephone or telegraph establishment at a weekly wage rate of less than six dollars (\$6.00), any lesser wage rate being hereby declared unsuitable in the premises: *Provided*, That this order shall not apply to messengers, in third-class cities and towns, who are not continuously employed and who are paid by piece rate for their services.

(2) No person, firm, association or corporation conducting, operating or maintaining any telephone, telegraph or mercantile establishment, or any messenger or parcel delivery service, shall employ any person of either sex under the age of eighteen years before six o'clock in the morning or after nine o'clock in the evening of any day.

(3) Nor shall any person, firm, association or corporation employ any person of either sex under the age of eighteen years in any telephone or telegraph establishment before six o'clock in the morning or after nine o'clock in the evening of any day.

The question of apprenticeships, which came up for discussion in each formal conference though not officially presented to any of them by the Commission and consequently not a subject for recommendation, could not be handled in such an iron-clad way as the points covered by the obligatory orders, from the very nature of things. In handling this intricate question the Commission is following new paths so far as the application of minimum wage legislation in other places is concerned, in that it is endeavoring to control the situation by limiting the number of apprentices in each establishment, not merely for the good of those apprentices themselves but also for the experienced workers in the plant. This requires, of course, careful and painstaking handling of each application for an apprenticeship license, very frequently personal investigation, and deliberate determination of all of the circumstances surrounding or hidden behind that application. Naturally, because it is "blazing the trail," so to speak, the Commission is encountering some difficulty and is therefore proceeding slowly, particularly because of the great tendency among employes, in order to get jobs, to apply for apprenticeship licenses even though they had served the required period in that particular industry before the obligatory order governing it had gone into effect. There are numerous relatively minor problems daily arising which add to the complexity of the main apprenticeship problem, admittedly the most difficult to handle, and these are why the Commission is proceeding very slowly so that all defects discovered may be remedied as the proper solution appears.

The procedure the applicant for an apprenticeship license must follow was set forth in the following notice issued July 1, 1914:

(1) Application for license must be made to the Commission upon printed blanks which will be furnished on request.

(2) The application blank must be filled out and sent to the Commission by the employe and not by the employer.

(3) The term of license and wage to be paid by the employer will be determined by the Commission, based upon previous experience of the applicant and the particular occupation in which she will be engaged.

(4) If a license be granted to the applicant it will be effective from the date of the application.

(5) *Application blanks must be filled out in a complete manner or they will not be considered.*

The mercantile business, of course, lent itself most easily to satisfactory adjustment so far as apprenticeships are concerned, the Commission's policy with regard to them being defined in a circular sent to all the establishments affected, so far as possible, under date of April 28, 1914, in which the following stipulations were set forth:

(1) Application for license must be made by the apprentice upon printed blanks furnished by this Commission.

(2) No license will be issued for a longer period than one year.

(3) A wage of not less than six dollars (\$6.00) a week shall be paid to an apprentice during the first six months' period of employment of such apprentice, and a wage of not less than seven dollars fifty cents (\$7.50) a week shall be paid to an apprentice during the second six months' period of employment of such apprentice.

(4) No license shall be valid in any mercantile establishment where more than seventeen per cent. (17%) of the total number of adult female employees are apprentices, nor where more than fifty per cent. (50%) of such apprentices are receiving less than a weekly wage of seven dollars fifty cents (\$7.50): *Provided, however, That in mercantile establishments where less than six females are employed one license will be valid.*

Upon the expiration of the year's apprenticeship, the licensee is to receive the regular minimum wage of \$10.00 per week. The policy as to the length of the apprenticeship period is not confined to a particular occupation but to all the different kinds of work the apprentice may do in the store, unless she has entered it to learn a special line of work and does no other, when the apprenticeship period is shortened.

When it came to the manufacturing industry, however, composed of an almost endless variety of occupations in its different branches, the Commission found it impossible to adopt a general policy with regard to apprentices and determined that, because of this natural complexity each occupation had to be handled separately, the result being that the term of apprenticeship varies all the way from two months up to a year and a half in the more highly skilled trades, where, however, the

rules governing apprentices are usually already well defined and the wage thereby established is higher after working a specified time, than the minimum wage adopted by the Commission for experienced workers.

The situation as found in the manufacturing industry also developed in handling applications for apprenticeship licenses in laundries and dye works, though not to so great an extent. At present, the entire apprenticeship period allowed by the Commission is six months, the learner starting in at \$6.00 a week and receiving an increase in salary to \$7.50 at the end of three months and to the established minimum wage of \$9.00 a week at the end of the six months' period. There is one exception, however, to this general policy, namely, the Commission has ruled that the term required to learn how to feed a mangle shall not be more than two months.

In such occupations as millinery, hair-dressing, manicuring and the like, where it had formerly been the custom for the apprentice to pay for the privilege of learning these trades, the Commission is allowing a three or four months' apprenticeship period at a nominal wage, sufficient to pay the learner's street car fare and lunches, and providing for a substantial advance at the end of that period, and other increases, which gradually lead her into the legal minimum wage. This system of apprenticeship will be the means of preventing the introduction of trade schools in connection with such establishments, for the purpose of evading the law, but will not prohibit trade schools which are not operated for a profit and therefore do not sell their product.

An absolute policy has been adopted with reference to apprentices in telephone and telegraph establishments. The system previously followed by the telephone companies, in the larger exchanges, was based on an apprenticeship period of eighteen months, but the Commission cut this in two, limiting it to nine months, divided into two or four periods according to the size of the exchange, after which the worker will be entitled to the minimum wage. Under the company system the girls re-

quired four weeks' schooling under the exchange supervisor, before the operator entered her regular eighteen months' apprenticeship; but this period has been included by the Commission in the regular apprenticeship term of nine months, which in fact shortens the old apprenticeship period ten months. The wage scale is practically identical with the old system, except that the Commission requires the increases formerly made in eighteen months to be completed in nine. The learner starts in at \$6.00 a week, receiving that for the first three months, then \$6.60 for two months, \$7.20 for the following two and \$7.80 for the last two, receiving thereafter \$9.00 per week, the established minimum. In the smaller exchanges the apprenticeship term is divided into but two periods, the learner receiving \$6.00 per week for the first four months and \$7.50 for the last five, while in all cases the percentage of the number of licenses that will be issued in each exchange is regulated according to the conditions therein existing.

THE CASE OF THE DISCHARGED LAUNDRY GIRL

A review of the work of the Industrial Welfare Commission would not be complete, however, without a mention of the case of the Seattle girl who was discharged by her employer for acting on the first laundry conference, called by the Commission. The provisions of the minimum wage law fully contemplate the protection of girls against the prejudice and revenge of their employers when they are called on by the Commission to give testimony in any investigation or proceedings relative to the enforcement of the act, and this case proved to be a forceful example of the necessity for such a provision in the law. A brief summary of the case follows:

Miss Joanna Hilts was one of the employes' three representatives in the first laundry and dye works conference May 14 and 15, 1914. She was an employe of the Troy Laundry Company of Seattle, of which Mr. B. F. Ivy was president and manager. After having been notified by the Commission that she had been selected to serve in the conference, Miss Hilts so informed Mr. Ivy and asked a leave of absence to attend the meet-

ing, which he readily granted. She also offered to obtain another girl to work in her place while she was away, but Mr. Ivy declined the courtesy, saying she need not go to that trouble. But a few days after this conversation with Mr. Ivy Miss Hilts was accosted by the forelady who had been told by Mr. Ivy of the girl's intention, and was reprimanded for not having asked for her leave of absence from the forelady instead of going to Mr. Ivy. Furthermore, the forelady told her she had no business to serve in the conference, because she was a ten-dollar-a-week girl while a five-dollar-a-week employe should have been chosen instead, insisting that she was not doing her employer justice by going to the conference. To these objections Miss Hilts replied that she felt these were matters beyond her control, that she had been called upon to serve and believed it her duty to do so.

No intimation had been given by the forelady in this conference that Miss Hilts could not return to work after the conference and she therefore relied on the arrangement she had made with Mr. Ivy and believed her position was assured. When she returned to Seattle after an absence of one week at the conference, however, the forelady informed her, a short time after she went to work, that her services were no longer needed. Miss Hilts inquired as to the reason for such action but was given no satisfaction, though she was reminded of several statements she had made at the conference that were not agreeable to the management. Miss Hilts notified the Commissioner of Labor the same day that she had been discharged and he immediately went to Seattle to investigate the situation. On the following afternoon, accompanied by Mrs. Jackson Silbaugh, another member of the Industrial Welfare Commission, they visited the laundry and interviewed both Mr. Ivy and the forelady, with the result that the facts heretofore stated were acknowledged by the latter.

The Commission asked Mr. Ivy to reinstate Miss Hilts but this he refused to do, and the facts in the case were then laid before the prosecuting attorney of King county and a warrant

issued for the laundryman's arrest. The trial was held in Justice Gordon's court, the defendant found guilty and fined \$100.00 and costs. His attorney served notice of appeal, but this has not been taken.

Through this trial the employers of the state learned that the Commission would brook no violation of the minimum wage law. It has been a good lesson; it taught them that the Commission, clothed with full authority to enforce that law, proposes to exercise that authority quickly and effectively.

FACTORY INSPECTION

Factory Inspection.

The 1912 report of the Industrial Insurance Commission shows that up to September 30, 1912, 6.4 per cent of the accidents in this state were attributable to lack of safeguarding. It is therefore with some pride that we are able to state in this report that accidents from this cause since that time have been reduced 68 per cent. The figures tabulated at different times by the Commission are as follows:

ACCIDENTS ATTRIBUTABLE TO LACK OF SAFEGUARDING.

	<i>Number of acci- dents charged to above cause</i>	<i>Per cent of total number of accidents</i>
For year ending September 30, 1912...	408	6.4
For year ending October 1, 1913.....	364	2.9
For year ending October 1, 1914.....	247	1.9

No better proof of the efficiency of our inspection service could be desired than that shown by the above figures. This result has been obtained only by the most minute attention of the different inspectors of the Bureau to the matter of safeguarding machinery and it is somewhat doubtful whether a further reduction can be expected. Therefore, in order to reduce accidents from other causes it has been found advisable to operate in an undeveloped field of accident prevention, and this is being done by organizing Shop Safety Committees in the different establishments throughout the state. This phase of our work is dealt with in another chapter of this report.

As to sanitation and ventilation, the two other points which come under the factory inspection law, the situation is somewhat different though as a general rule fairly good. In those factories operated in old buildings, sanitation and ventilation are bad and difficult to improve; but in the new buildings constructed or being constructed, greater consideration is being given to these points.

One of the important facts revealed during the work of the last two years is that a great many factories are located in buildings constructed for some other purpose and therefore not adapted to the particular work being done in them. The result is that they cannot be safeguarded to the maximum degree unless almost entirely rebuilt, nor can their sanitation and ventilation be improved to the proper point. The Department's work, however, has brought about a most desirable situation, namely, that where a proprietor contemplates the erection of a new building, it has been of service to him in suggesting how it should be built to permit these three essential features being carried out to the best advantage. In this and other ways the proprietors have not only been educating themselves to realizing it is nothing more than good business to build such structures properly, but they have made the conditions much better for the people who work in them.

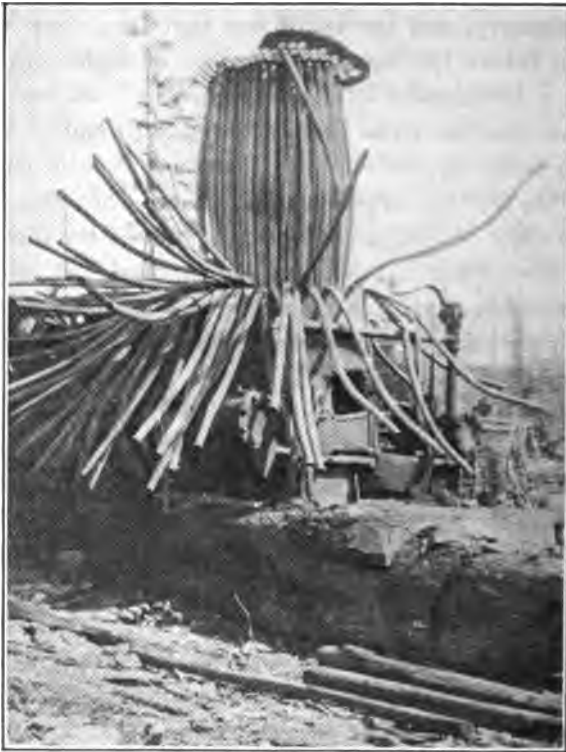
Generally speaking, there has been no one particular thing to contend with in the enforcement of the factory inspection law during the last two years, each factory being a case in itself. The spirit of the employers has been excellent; they have co-operated finely in the work and the Department has had no difficulty whatever with them because it has gone ahead and demonstrated to them that the improvements it has ordered were most advantageous for them. Its policy of issuing written orders for these changes, one copy going to the owner of the particular factory and the other to the office, has been found far more satisfactory than the former verbal orders and has aided more than any other single influence in obtaining the desired changes, because the recipients, knowing them to be legal and knowing also just what they were directed to do, have abided by them absolutely. The fact that the Commissioner of Labor has found it necessary to revoke only two certificates of inspection for failure to carry out instructions and that immediate compliance followed this action, illustrates this point.

Because the written order leaves no opportunity for confusion as to what must be done, there is consequently no chance

for evasion. Prior to May, 1913, no report had ever been made by the inspectors of this Bureau regarding the safeguards ordered by them to be installed on dangerous machinery, nor had a written order for this purpose been served on the mill or factory owner up to that time. The inspector would simply give a verbal notification to the owner, the foreman or some employee who happened to be near to install whatever safeguards he found necessary, and the result was that they were oftentimes forgotten before the inspector was out of sight and when he returned a few months later and found the work had not been done, there was no record available to show it had been ordered. It was to overcome this difficulty that the present Commissioner adopted the written order system. Now, when this office receives its copy of such an order, the owner of the factory, who also has been given a copy, is again notified and informed as to the provision of the law requiring the changes must be made within thirty days and requesting him to notify the Department when they have been completed. Under this system, an immediate reinspection is not necessary in many cases, as the owners are usually very prompt in notifying the Department, but if the inspector finds it necessary or convenient to return and approve the work, he does so, and if it is found satisfactory the certificate of inspection is forthwith issued. If the owner fails to comply with the order by the expiration of the time limit, he is at once notified that his plant is being operated without a certificate of inspection and informed that unless the Bureau's regulations are immediately complied with, prosecution will follow. Incidentally, another change that has been made in the routine of handling this work has been the substitution of a card index system for the old cumbersome and impractical ledger method in keeping an accounting of the fees and the inspection service.

Today there are five inspectors in the field, each handling a particular district of the state, and one of them, the boiler inspector, devoting part of his time to the inspection of steamboat boilers. The law does not provide for the inspection of

boilers in mills and factories, only for those in steamboats plying on the different inland lakes of the state not coming under federal jurisdiction, but in spite of this the Department has paid particular attention to the inspection of boilers in factories, though it has been limited to those whose owners have been willing to draw the fires so it could be done. The law does



Effect of Boiler Explosion on Donkey Engine at Orting, Washington.

not give the Department authority to order the fires drawn, which must be done the night before the inspection is to be made, and it is woefully weak in that respect, for a faulty boiler of course endangers the lives of all the men who work near it, which makes the inspection of boilers in the many mills and factories of the state, for which there is now no provision,

most important. The Bureau, then, takes this occasion to give its hearty indorsement to previous recommendations for an efficient boiler inspection law, for it is seriously needed.

In another respect the factory inspection law seems to be weak, and that is in its scope. It does not now cover logging camps, various construction work and the erection of buildings, where it should include all those places where are performed all the extra hazardous occupations coming under the industrial insurance law. The greatest loss of life now in the state's industries occurs in the logging camps, as does a big portion of the accidents, and a great many of them are of such a nature that they cannot be prevented or safeguarded, so that an educational movement among the employes themselves probably would be as effective as anything else, but nevertheless the inspection service will not be complete, the state will not have taken all the precaution it might for the benefit of its working people, until the scope of the factory inspection law is as extensive as that of the industrial insurance.

Referring to the details of the inspection work, it is gratifying to note that from April 1, 1913, to September 1, 1914, 420 new industries were added to the list, 323 factories that had never before been inspected were investigated. 310 plants were closed down, either for repairs or various other reasons, and the following table shows the number of inspections made during the same period:

NUMBER OF INSPECTIONS OF VARIOUS KINDS MADE FROM APRIL 1, 1913, TO SEPTEMBER 1, 1914.

(Total to date, September 1, 1914.)

INSPECTOR	Annual inspection	Re-inspection	First inspection	New plants	Total inspections	Plants OK.	Plants not OK.	Plants closed
W. H. Sutter.....	355	521	75	82	1,033	510	486	37
A. C. Hughes.....	554	579	64	55	1,251	579	623	49
O. H. Younger.....	666	592	124	112	1,454	779	605	70
E. M. Adams.....	579	702	6	135	1,422	873	426	123
*A. A. Furber.....								
C. S. Evans.....	372	321	54	36	733	458	294	31
*H. O. Miles.....								
Totals.....	2,516	2,684	† 323	420	5,943	3,199	2,434	310

* A. A. Furber succeeded E. M. Adams June 30, 1913; H. O. Miles succeeded C. S. Evans September 9, 1913.

† These are old concerns that had never before been reached by former factory inspectors, although they were included within the scope of the law. Many of them are located in remote sections of the state.



Burns Received on Laundry Mangle.

The above photograph shows the result of burns received by a laundry girl while operating an unguarded mangle. This accident occurred in North Yakima in February, 1912, shortly after the Workman's Compensation Act became effective. Compensation to the amount of \$1,130.90 was allowed by the Industrial Insurance Commission for time loss and disability in this case.

All mangles in the laundries of the state are now provided with safeguards as are also all the extractors, and every other piece of dangerous machinery in these and other industries is so equipped. Difficulty is found, however, in the disposition of many employes to remove the safeguards, particularly those who are paid by piece-work, under the impression that the guard retards their work. To counteract this as much as possible as well as to stimulate greater carefulness and to discourage recklessness and heedlessness, the Bureau, at the direction of Governor Lister, inaugurated the "Safety Committee" campaign, essentially an educational movement and a new venture in state factory inspection work, which are discussed at greater length in another part of this report.

Twice during the last two years the inspectors of the Department have met at Olympia to discuss the different features of their work, the first conference being held September 10, 11, 12, 13, 1913, called principally to take steps toward the proper classification of the machinery in the mills and workshops of the state on a basis of danger to workmen, as well as to consider the question of standardizing safeguards on different classes of machinery for the protection of workmen against injury. Generally speaking, the meeting proved of great value, ideas for the betterment of the service being freely exchanged, and as a result of it each inspector was given a particular class of machinery as his special study, his findings to be communicated to the others for their guidance. The different classes were allotted as follows: A. C. Hughes, saw mills and box factories; C. H. Younger, miscellaneous machinery and asphalt plants; A. A. Furber, shingle mills, planing mills and canneries; H. C. Miles, laundries and machine shops, and W. H. Sutter, boilers, electrical machinery, sanitation and ventilation. Before adjournment of the meeting, a conference was held with the members of the Industrial Insurance Commission to obtain a closer relationship between the factory inspection department and the work of that Commission, and as one result uncommon accidents reported to the Commission, coming within the scope of factory inspection, have been transmitted to the Bureau of Labor so that the inspectors have been able to study the causes more closely and come to a better understanding of the safeguards required to avert similar mishaps in the future.

In the second conference, March 14 and 15, 1914, the matter of safeguarding machinery was again discussed, the "Safety Committee" campaigns were mapped out and the rules and regulations for safeguarding against accidents used in those campaigns are referred to in more detail in that part of the report, were adopted.

Another feature of our factory inspection work is shown on the following page, which illustrates a novel fire escape that was installed on the building occupied by the Shull-Day Co.,



Automatic Fire Escape, Showing Manner In Which It Is Operated.

Tacoma. This firm is engaged in the manufacture of overalls and employs about 125 girls who work on the second floor of the establishment. Before the installation of this fire escape no adequate means were provided for the employes to readily get out of the building in case of fire, which would be likely to spread very rapidly owing to the combustible nature of the cotton material upon which they are working. The only accessible exit was a narrow stairway in the center of the room leading to the office below, this of course excepting the windows from which the girls would be compelled to jump. Considerable opposition was encountered in obtaining the improvement, from the fact that the firm was unwilling to have a stationary fire ladder or stairway leading to the ground which would encourage burglars to gain access to the workrooms, the building being located in a part of the city where little police protection is afforded. To overcome that objection this Department devised the style of fire escape shown in the cut, which works on a pivot and is counterbalanced by a weight in such a manner that when the weight of a person is placed on the first step while the ladder is in a horizontal position, it immediately descends to the ground without any shock or inconvenience.

A fire escape of this kind may be provided with an automatic lock that will release the ladder only when the door leading to it is opened, thus preventing its being manipulated from the outside.

In addition to providing means of escape in case of fire to buildings where large numbers of people are employed, the Department is also urging that weekly fire-drills be conducted in such establishments, and has met with considerable success along this line.

REPORT OF C. H. YOUNGER, CHIEF FACTORY INSPECTOR.

KIRKLAND, WASH., Sept. 1, 1914.

Mr. E. W. Olson, State Labor Commissioner, Olympia, Wash.

DEAR SIR: Since assuming my duties of factory inspector on May 1, 1913, I have made 1,454 inspections in my district, which comprises King, Kitsap, Jefferson, Clallam and part of Snohomish counties. Of these inspections 124 were old plants that had never before been inspected by the former state inspector and were generally in need of much safeguarding. During this period, 112 new manufacturing plants of various kinds were erected and began operation in this district.

I have great pride in the manner in which all of these plants are now safeguarded and during the past year have noticed great strides towards this desired goal. Plants which were found poorly guarded when I made my first inspection were given the greatest attention and constant reinspections were made until they were put in proper shape. In many cases I found guards adorning the walls instead of on the machines. Especially was this true of metal guards for ripaws and jointers. This feature has now been entirely eliminated, although with some difficulty.

One of the foremost efforts in my work has been to secure a friendly feeling of co-operation on the part of the employers and employes in the matter of employing safety conditions, and I consider that this effort is to the greatest degree responsible for the success attained. I was fully aware that the greatest good could only come by interesting all parties in accident prevention to such a degree that each individual would feel a certain responsibility for any accident that might happen, and that I have met with success with this idea is in evidence at this time.

First of all the employer must be interested in having the safeguards installed, but the introduction of safeguards will not altogether assure the prevention of accidents unless the employe is in the right frame of mind and desirous of protecting himself. Employes should feel that whatever is done in the way of safeguarding is done for their benefit and they should not be permitted to remove or wilfully destroy any of the guards, nor should they consider the provision for safeguarding a machine, which they have been accustomed to operate unguarded, a reflection upon their ability or skill or an interference with their work.

The man who is in the best position to impress these things upon the employe is the foreman. He can do a great deal by keeping his eyes open and warning the employes, when necessary, about the danger of removing safeguards. Also he should impress upon the employes the necessity of their co-operation in reporting dangerous operations and conditions. Such an attitude on the part of the foreman will tend, in time, to make most of the workmen keenly observant of the things which need protection. Employes should be encouraged to warn each other of danger and the advisability of being on the lookout, as has

been so well said, "More important than safe machines and safe places are habits of care and watchfulness." To accomplish this co-operation we have been organizing shop safety committees, in most of the mills and shops, whose duty it is to promote and encourage the safety first idea among the employees. This plan has been very successful in reducing the number of accidents. In this organization work I have enjoyed the most hearty co-operation of both employer and employee and I want to take this opportunity to thank them for the courtesy and good will with which they have carried out our "work orders."

Perhaps the most difficult problem that I have had to deal with, is the sanitary conditions in the shingle mills where dry timber is used. I found that the installation of dust collectors was the only solution, but I was hindered in this work, because the low prices of shingles would not justify the expense of this improvement, unless we could find a system by which the fine dust could be removed, that would cost very little to install. I worked with the blower manufacturers along this line and after some time we were able to put into operation a system that is within the means of every shingle mill. There are five strong points in favor of this system which should appeal to every owner—less fire risk, sanitary conditions, efficiency, better production and contented help. Another valuable feature about this system is that it is not patented and can be installed by anyone. In one mill I found a home-made blower that was doing good work. The flier had made a fan from an old shingle saw by placing wings upon it. This he placed in a box, which had the intake from the conveyor from under the up-rights and the outlet by means of a pipe through the roof. Since I began work the Brass and Fixture Manufacturing Company of Seattle have installed several blowers in their polishing and buffing rooms. These have greatly aided in keeping the air free from the fine dust which is so hard on the workmen.

In the laundries I have noticed a great improvement since May 1st of last year. Several new laundries have been erected during this time with every possible convenience and they have the latest improved machinery. This is only true of the American laundries, for the Japanese owners have given me no little trouble; in fact, one had to be arrested and convicted before he could be convinced that laws are made to be obeyed. They are very cunning and rely upon the officer not being able to identify them in court, because of their close resemblance.

I have investigated several construction camps and found some of them in a deplorable condition, poor food and unsanitary conditions in the bunkhouses. Others are doing all they can to give their men the best of food and keep the bunkhouses in sanitary condition. I have also found that the conditions of the camp depend a great deal upon the class of workmen. Wherever bad conditions were found I have ordered a clean-up.

I made several trips to the University of Washington and inspected all the shops there. In general they were very careless and in the

cabinet shop was the only place where they made any pretense of safeguarding. In the carpenter shop they have had two accidents on the jointer but now they have it safeguarded. Upon my last trip I found things much improved.

I found the manual training shops of the Broadway High School in very good condition, both from a sanitary point of view and safeguarding. The students are interested in the safety-first movement and the instructors should be commended for the interest they have taken and the good work they have done. I believe that the schools should be foremost in this work and should get the students imbued with the safety-first ideas.

During the past year there has been a surplus of skilled help in and around Seattle, but when conditions are normal there is a scarcity of skilled help.

Most every kind of mechanical machinery is in operation in the different manufacturing plants in Seattle. A good example of what supervision will do in a mill towards reducing accidents is shown in several mills in Seattle where they have not had an accident for eighteen years that caused a man to lose an hour's time from his work. This can only be brought to the high mark of efficiency by superintendent and foreman putting forth their best effort to teach the workmen to be careful and to lookout for their fellow workmen.

In concluding this report, I might say that I have secured the cooperation of the Seattle manufacturers of all kinds of mill machinery to provide their machines with every safeguarding device possible before the machines leave their shops, thereby removing this duty from the millman, which has heretofore been the custom. This is also the means of equipping the machines with more substantial guards than would possibly be the case where they are applied after the machine has been installed.

Very truly yours,

C. H. YOUNGER,

Chief Factory Inspector.

REPORT OF FACTORY INSPECTOR A. C. HUGHES.

CENTRALIA, WN., Oct. 1, 1914.

Hon. E. W. Olson, State Labor Commissioner, Olympia, Wash.

DEAR SIR: In compliance with your request, I hereto append the report of my work in the southwestern district to September 1, 1914:

Generally speaking, the mills and factories are in very good shape as far as safety to their workmen is concerned, though at times there may be some places that are unguarded owing to the fact that changes are constantly being made and the guards are torn down. For that reason I try to cover my territory as often as possible.

Most of the mill owners and workmen are beginning to take a real and active interest in the matter of safeguarding and have co-

operated heartily in the formation of shop safety committees, as the result of which many of them take great pride in making their plants as safe and as comfortable as circumstances will permit. There are probably more old plants in this district than anywhere else in the state, which of course makes it most difficult to introduce safeguards without practically reconstructing the entire mill in some instances. However, in the face of such difficulties, accidents are on the decrease in this district and, as a matter of fact, I think the greatest number of accidents around any mill occur in the yards, so I believe it is safe to say that today there is little, if any, more hazard around the machinery inside of a mill than there is out in the lumber yard.

In speaking of safeguarding a mill, or the number of accidents that occur in it, one must first consider whether it is a new or an old plant. A great many of the larger mills were built before anyone ever thought of providing safeguards for employees. The old style machines have no guards on them and it is almost impossible to put any on some of them, while in a great many plants this old machinery is still in use. Furthermore, as is often the case, the mill may have been built in such a manner that it is impossible to safeguard it properly without interfering with its operation, and there is one bad feature in which most of them particularly abound—the lack of room. Some of the older mills are built in such a way that they are always crowded and that greatly increases the hazard. The present-day tendency, of course, is for more room and more light, which go far toward making a plant safer, while the machinery now being installed has many new features that make it a great deal safer as the manufacturers are now equipping many of their machines with safeguards and the result is that the mills of today are being built with the ideas of output and safety on practically an equal basis, where in the old, safety was not considered at all. So, in speaking of the number of accidents in a given plant, one wants to ask first if it is a new plant or an old one. Dust collectors are being rapidly installed in the newer and more up-to-date shingle mills, too, and they are giving entire satisfaction, making the plant not only much cleaner and healthier for the operator but also effecting a saving in the labor and fire risk that soon pays the cost of installation.

A good many of the mills in this district were closed down for a while last winter, due, the mill men say, to an over-production the previous summer, but a great many of them took advantage of this shut-down to increase the capacity of their plants and with the coming of spring not only these enlarged concerns but more new plants and other industries were opened up than for a long time before, giving a steady increase in employment, and, until the European war set in, there was every indication of an era of prosperity that would have offset the dullness of the previous winter.

A careful investigation of industrial accidents will show that a great many of them could only have been prevented by the persons in-

volved using greater care and not by any mechanical safeguards. Workmen seem willing to take almost any kind of a chance nowadays to save a few steps or a little time and this is more particularly true in those plants operated on the piece-work basis. This, of course, is the shop safety committees' field of work and in those places in which the committees have been in operation any length of time and the proper interest has been taken, a marked reduction in the number of accidents has been noted. One great source of accidents is to be found in the use of "green" men or ignorant foreigners around machinery and the latter, because they are unable to understand English, are very much more apt to be hurt around a saw than is an American. Also, I have noticed some cases where a new man has been needed to operate a machine and the foreman has taken the first man he came to, regardless of the workman's fitness for the work or his knowledge of it. I have known of one or two cases where men were sent to operate trim saws, though they had had no previous experience at that kind of work, and they lost their lives before the day was over, which means, of course, that a foreman should study his men more carefully and put the right one in the right place, for by doing that he would help to reduce accidents more than perhaps he himself realizes. Furthermore, quite a number of boys are employed in some plants, particularly box factories where there are more rip-saws than anywhere else, and the fact that they are young, inexperienced and more or less irresponsible, is traceable as the cause of many accidents. All of the boys have permits to work, however, and the employers are consequently within their rights in hiring them.

I would respectfully suggest that you recommend to the Legislature the enactment of a stringent boiler inspection law, including a provision for the licensing of stationary engineers. This law should require that all condemned boilers be broken up, for I have heard of cases where condemned boilers have been repainted, sold and represented as safe. Also, the number of boiler explosions has greatly increased in the past few years and a large proportion of them were probably caused by incompetent men claiming to be engineers and employed in that capacity. Most of the engineers I have talked to seem to think a license law would be better for them and the owners, too. I would also recommend that all private employment offices be abolished, but if that is not possible they should be required to keep a record of the men they send out, these records to be open to inspectors at any and all times and not to be destroyed until they are six months old.

Very respectfully,

A. C. HUGHES,

State Factory Inspector.

REPORT OF FACTORY INSPECTOR A. A. FURBER.

EVERETT, WASH., Oct. 3, 1914.

Mr. E. W. Olson, State Labor Commissioner, Olympia, Wash.

DEAR SIR: I beg leave to submit the following report on the Everett-Bellingham district:

Sept. 30, 1914, I had served one year and four months as factory inspector.

This district has approximately 468 separate inspections. During the period named I have made 1,370 inspections, put on the list 70 new plants, that is, new plants and plants that have never been inspected.

There has been 46 firms gone out of business.

There are in the district 173 combination and straight shingle mills.

At the last factory inspectors' meeting at Olympia, March 14-15-16, 1914, it was decided that every endeavor be made to work out a system that would successfully cope with the dust problem in shingle mills and am pleased to report that the problem has been worked out to complete satisfaction by the system that has been installed at the C. B. Shingle Co., Everett, Wash. This system is taking care of nearly 100 per cent of the dust and is keeping the air fresh at all times. I desire to express my appreciation to all who have assisted in this work and especially to Mr. McCann of Olympia, with whom the idea of installation originated, he having installed a system somewhat similar previous to this time in his plant at Olympia. Also to the owners of the C. B. mill, who have taken such interest in installing this system when it was somewhat in the nature of an experiment. Since June 29, 1913, four of the mills have installed dust collecting systems, namely, Clear Lake Lumber Co., Hazle Mill Co., C. B. Shingle Co. and Cascade Lumber and Shingle Co.

There are three mills operating that had previously installed dust collecting systems, namely, H. H. McMaster Shingle Co., Parker-Bell Lumber Co. and Hartley Shingle Co.

The installation of dust collecting systems in cedar mills deserves more than passing comment as it means so much from the standpoint of prevention of occupational diseases (such as asthma, bronchitis, catarrh and pulmonary diseases, all of which are often caused by working in ill-ventilated and dusty plants and are always irritated by these conditions) as it assures, if properly installed, an abundance of fresh air and does away very largely with the fumes and dust so prevalent in all shingle mills not equipped with some means of relieving this condition.

During the last eight or nine months I have devoted considerable time in securing the appointment of safety committees in the different manufacturing establishments and with very good success. Nearly all the larger plants and a large proportion of the smaller ones have ap-

pointed committees. I am experiencing no difficulty in getting committees at nearly every plant inspected where I can get in touch with the owner or general manager. There has been a feeling of prejudice in some instances that has been almost entirely overcome and those who were the most skeptical as to the usefulness of employees serving in this capacity but who have since named their committees, are as a rule taking a good interest in helping to work out this plan for the lessening of industrial accidents and are also arousing an interest amongst their employees.

At this time I desire to suggest that the urgent need of boiler inspection in the State of Washington be brought to the attention of the legislature. This is a matter that should be given worthy consideration as there are boilers in use in various places that have been used for better than twenty-five years without inspection of any kind.

Very truly yours,

A. A. FURBER,

State Factory Inspector.

REPORT OF FACTORY INSPECTOR W. H. SUTTER.

TACOMA, WASH., Oct. 1, 1914.

Hon. E. W. Olson, State Labor Commissioner, Olympia, Wash.

DEAR SIR: The best way for me to review the work done during the last year and a half by myself in the Tacoma district, comprising Pierce and Lewis counties, would be to say that when I took up the work in April, 1913, I found both employers and employees showing a great lack of interest in the use of safeguards, and that now shop safety committees are efficiently organized and effectively operating in ninety per cent of the running plants, that several thousand safeguards have been installed, and that both employers and employees are co-operating heartily with the inspection service to reduce the number of accidents.

I might say that, while of course there are all kinds of manufacturing plants in my district, the number of shingle mills is comparatively small while there are quite a large number of saw mills, machine shops and foundries, including car-repair shops. On my first inspection trip I found the ventilation in most plants good, though in some it was very bad and these were promptly ordered remedied. In many of the plant, very few safeguards were found, though they had previously been inspected. In other plants where safeguards had been applied to machines, the guards were not being used.

As time passed I noticed a change in the owner first. He became more eager to have safety appliances used in his concern, guards made of better and more substantial material, designed to actually reduce accidents and not merely to comply with the law. They began to appreciate that the inspection service was doing them some good—that the \$10.00 annual fee was not merely a gift to the state—and as that

impression grew they began to want to get the value of that \$10.00 until they are now taking a real interest in the factory inspection work, helping it all they can instead of ridiculing it, and co-operating in it to bring results, for now they realize it is helping them by producing a reduction in the accident rate and they feel they are getting their money's worth.

The attitude of the workmen towards accident prevention was in nearly every case one of indifference. Usually they contended that the machines had been used for years and could not be improved, and often they looked at precautions taken for their own safety as a joke. "A fellow who gets hurt on his machine is a fool and ought to get it anyway," was a more or less frequent remark, reminiscent of the days when a man who operated a dangerous machine was proud to show a disfigured hand or limb as a distinguishing mark. But I soon found as I went from plant to plant that the men got to talking about accidents more, trying to find out how they happened and how they could be avoided, until now they are becoming more earnest, even more active in the work of accident prevention than are their employers, while the viewpoint has changed until it is no longer considered a matter of pride for a man to come out "second best" with his machine.

The result is that safeguards have been standardized as practicable as possible and with the aid of the shop safety committees composed of men anxious to see the "safety first" campaign successfully carried out in their plants, supported heartily by the owners, the appliances are being used, the accident rate is being reduced, and the viewpoints of both employers and employees have changed.

But what seems to me a most sorely needed feature of the work of accident prevention is now entirely neglected, and that is boiler inspection. Nearly every proprietor leaves the condition of the boiler in his plant entirely up to his engineer, and most of the breakdowns in mills are due to the ignorance of the men running them and not to the boilers themselves. Generally speaking, the boilers in many plants outside of cities are in a bad condition; in the cities the insurance companies have demanded that more attention be given them; and a boiler in bad condition threatens the lives of everyone working near it, so much so that its neglect is well-nigh criminal. This state has no boiler inspection law now. It ought to have one as strict as the federal requirements. I could name one instance after another of dangerous boilers I have found on my inspection trips, but I can sum the situation up by saying that although there is no boiler inspection law, I have ordered several safety valves changed to the proper size, and in twenty-nine different plants have ordered stop-valves installed.

Therefore I earnestly suggest to you that you recommend to the next legislature the enactment of a strict boiler inspection law, supplemented by a law requiring the examining and licensing of engi-

neers, for the former will not be effective unless the state has some means of requiring that the men in charge of the boilers know what they are doing.

Very respectfully,

W. H. SUTTER,

State Factory Inspector, Tacoma District.

REPORT OF FACTORY INSPECTOR H. C. MILES.

SPOKANE, WN., Sept. 5, 1914.

Mr. E. W. Olson, State Labor Commissioner, Olympia, Wash.

DEAR SIR: Pursuant to your request I am herewith submitting a report of the conditions found in my district during my tenure of office which took effect on Sept. 9, 1913. The district which I covered comprises the following counties: Okanogan, Ferry, Stevens, Chelan, Douglas, Lincoln, Pend Oreille, Spokane, Whitman, Garfield, Asotin, Columbia, Walla Walla, Franklin, Benton, Grant, Yakima and Kittitas.

Many of the mills located in eastern Washington are located in remote sections and a great distance apart, which requires much time and traveling expense to reach them. It is, therefore, impossible to re-inspect such mills more than once a year, which I have tried to do in all cases. The greatest number of plants coming under my inspection are located in or near Spokane and most of these plants are inspected several times a year.

With reference to the attitude of the employers, will say that I have found little trouble in having proper safeguards installed wherever found necessary and it is my opinion that the machinery in all plants within my territory is now quite thoroughly safeguarded.

Within the last six months I have paid especial attention to organizing safety committees in all of the larger plants and have met with general co-operation in this matter from both employers and employees and from my observance thus far it is safe to say that when we get the movement in full swing it will be the means of reducing the accident rate to a more considerable extent than we can ever hope to do by merely applying our attention to safeguarding machinery to which work factory inspection has been confined in the past. It is, of course, to be expected that the work will move slowly at first as it requires considerable time and patience with the different factory committees to get them started in the proper manner in this campaign of safety education. The thing most noticeable in organizing these safety committees is the fact that the management of the different plants enter into the movement in a whole-hearted manner and in most instances is this also true as to the employees, yet the movement being in its infancy it requires considerable explanation to the different members of the committee before they fully realize the great importance of the duties imposed upon them.

In connection with our safety movement it has become apparent to me that a State Boiler Inspection Law and the licensing of stationary engineers is of needed importance and ought by all means have careful consideration by the next Legislature. This State is lagging behind

other States in that respect and if something is not soon done in this direction many mishaps are liable to happen, as I find many boilers that have never been inspected although they have been in use for many years. As a matter of fact, I know of cases where practical engineers have left their positions owing to the condition of the boilers and from a fear of an explosion and their places have been filled by inexperienced men who did not have sufficient knowledge to realize that they were in danger. I have known instances where plants have discarded boilers that had been in use for 20 or 30 years and have sold them to junk men who have given them a coat of tar paint and in turn sold them to some country mill just starting into business. Such a transaction should be prohibited by a compulsory boiler inspection law.

During the course of my inspection work I have paid strict attention to the matter of ventilation in factories and workshops and in a great many cases have secured substantial improvements. I have also been able to secure the installation of a dust-removing apparatus in establishments where dust seemed to be a menace to the health of the employees. As there are but few shingle mills on this side of the mountains, all of them being small ones and most of them being out of operation at present, I have not found it possible to urge the installation of dust conveyors, but will do so as soon as they begin operation.

My attention has been given to a great many matters beside that of factory inspection, these being principally the collection of wages and the enforcements of the labor laws. While my duties have not permitted me to devote any of my regular time to aiding workmen to secure payment of their wages I have been able to do a great deal towards this end in my regular course of work. This is also true of the enforcement of the Eight Hour Law for Women and the Public Work Law. In the enforcement of the latter mentioned law I have found it necessary to cause 10 arrests in 8 cases of which a conviction was obtained and \$25.00 and costs assessed in each case. One feature that has developed in enforcing this law is that the workmen are not in sympathy with its enforcement from the fact that it has invariably caused a reduction in their wages.

During the course of my inspection work I have been able to visit a number of construction camps, in some of which the housing conditions have been found quite good, but in two cases the housing and sanitary conditions were very bad. These, however, were remedied by the contractor at my request and my experience has been that a surveillance of these camps, even though we have no authority under the law, is the means of having many conditions remedied that would otherwise be neglected. In other words, the presence of the State inspector has a moral influence over the contractors that is usually well heeded.

Regarding the Child Labor Laws, will say that they are being well observed in this section of the State as no occasion has been found for making any formal complaint. I have endeavored to watch the situation very closely and in no instance have I found children under the lawful age employed in prohibited occupations without permits.

With reference to the Minimum Wage Law, will say that it has met

with general satisfaction as far as I have been able to learn, although my duties have not brought me in direct contact with women wage-earners in but few factories and laundries. No complaint has thus far been brought to me that the law is being violated.

Respectfully submitted,

H. C. MILES,

State Factory Inspector, Eastern Washington District.

STEAMBOAT INSPECTION.

The work of inspecting vessels coming under the state law which applies only to power-propelled boats carrying passengers for hire, or towing for hire, plying on waters that are not navigable to the sea, is performed during the months of June, July, August and usually part of September.

Two inspectors have been detailed on this work during the biennium, namely: Captain S. A. Hoyt, inspector of hulls, and W. H. Sutter, inspector of boilers. The traveling expense incurred in this work is necessarily a large item, as nearly the entire state must be traversed in order to reach the different lakes upon which the boats ply; some of these lakes have but one boat coming under the provisions of the law, and in such cases the license fee paid covers but a mere fraction of the expense of the inspection service. With the amount appropriated for this service it is possible, however, to make one or more re-inspections of nearly all of the boats during the season.

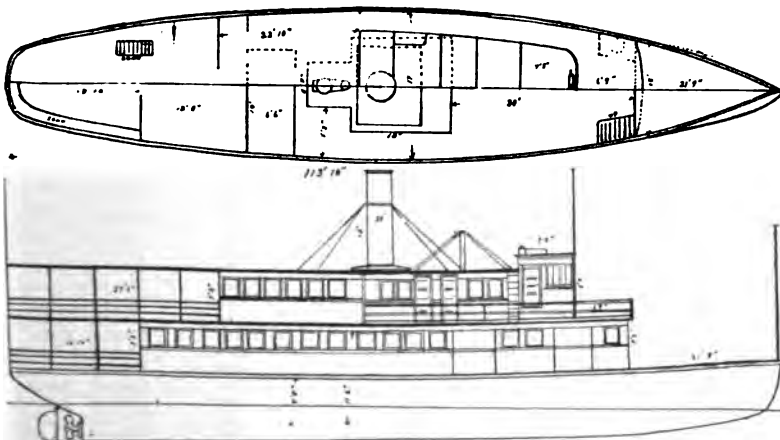
During the season just passed it was found necessary to condemn or order repaired the life-saving equipment on a vast number of these boats. The life preservers especially were in very bad condition on account of not being stored during the winter months under proper conditions. In many cases a deficiency was found of the number of life preservers commensurate with the number of passengers carried. All of these matters were promptly remedied by the owners without recourse to law and but little trouble was experienced in enforcing the navigation laws as a whole.

With one exception hulls were found in good condition, and in this case, the boat was constructed of iron, which was rusted to such an extent that it was unseaworthy, a license being refused.

A condition existing on many lakes and one worthy of mention in this report, is that while all boats coming under the inspection service of this department on these lakes are required to and do carry the regulation signal lights, yet they are in constant danger of collision with many other private power boats running at night without any signal lights whatever. Although this department has made regulations covering cases of this kind and has endeavored to enforce them, but it is impossible to carry on a patrol service for that purpose, which would be the only means of securing proper evidence upon which to obtain convictions.

Heretofore, this department has never been fortified with proper data as to the dimensions and construction of vessels coming within the steamboat inspection law, such records being almost indispensable in conducting the work of the department.

Mr. Sutter during his trip of inspection this season has therefore made drawings of nearly all of the vessels inspected, these drawings showing in detail all necessary information for the office files. A cut of one of these drawings in reduced size is shown below:



Lady of the Lake, Plying on Lake Ohelan.

ANNUAL REPORT OF STEAMBOAT INSPECTION LAW.

From November 1st, 1912, to December 31st, 1913, showing the number of certificates and licenses issued.

LICENSES ISSUED DURING ABOVE PERIOD AS FOLLOWS:

1912	NAME	LICENSED AS	POWER	WATERS
Dec. 1913	H. E. Hansen.....	M., P. and engineer.....	Gas.....	Obelan Lake
Feb.	Chas. Kingman.....	M., P. and engineer.....	Gas.....	Obelan Lake
May	Geo. W. Douglas.....	Master and pilot.....	Steam.....	Whatcom Lake
May	P. M. Smith.....	Engineer.....	Steam.....	Whatcom Lake
May	Chas. R. Hoover.....	Engineer.....	Steam.....	Whatcom Lake
May	Lee Pittman.....	Master and pilot.....	Steam.....	Whatcom Lake
May	Sherman Bell.....	M., P. and engineer.....	Gas.....	Obelan Lake
May	Ben F. Little.....	M., P. and engineer.....	Gas.....	Obelan Lake
May	F. J. Tuttle.....	M., P. and engineer.....	Gas.....	Obelan Lake
May	Gaines Tuttle.....	M., P. and engineer.....	Gas.....	Obelan Lake
May	B. J. Tuttle.....	M., P. and engineer.....	Gas.....	Obelan Lake
May	B. W. Little.....	Master and pilot.....	Steam.....	Obelan Lake
May	W. T. Pasley.....	M., P. and engineer.....	Gas.....	Obelan Lake
May	Will M. Barron.....	M., P. and engineer.....	Gas.....	Obelan Lake
May	H. E. Ward.....	Engineer.....	Steam.....	Obelan Lake
May	Edward Wapato.....	M., P. and engineer.....	Gas.....	Obelan Lake
May	Hugo Tollefsen.....	M., P. and engineer.....	Gas.....	Newman Lake
June	T. V. Tuttle.....	M., P. and engineer.....	Gas.....	Obelan Lake
June	Samuel Sutton.....	M., P. and engineer.....	Gas.....	Newman Lake
June	O. C. Laferly.....	M., P. and engineer.....	Gas.....	Obelan Lake
June	Geo. Porter.....	M., P. and engineer.....	Gas.....	Crescent Lake
June	Henry Smith.....	M., P. and engineer.....	Gas.....	Crescent Lake
June	T. S. Potter.....	M., P. and engineer.....	Gas.....	Crescent Lake
June	O. E. Kilbourn.....	M., P. and engineer.....	Gas.....	Silver Lake
June	W. H. McGoldrick.....	M., P. and engineer.....	Gas.....	Cushman Lake
June	Oscar Ahl.....	M., P. and engineer.....	Gas.....	Cushman Lake
June	O. W. Browner.....	M., P. and engineer.....	Gas.....	Cushman Lake
July	Geo. A. Jenkins.....	M., P. and engineer.....	Gas.....	Whatcom Lake
July	John O. Sunderhauf.....	M., P. and engineer.....	Gas.....	Sammamish L.
July	Will Marshall.....	M., P. and engineer.....	Gas.....	Obelan Lake
July	Ernest R. Pershall.....	M., P. and engineer.....	Gas.....	Obelan Lake
July	Roy M. Barton.....	Engineer.....	Steam.....	Obelan Lake
July	Roy M. Barton.....	Master and pilot.....	Steam.....	Obelan Lake
July	E. E. Shotwell.....	Master and pilot.....	Steam.....	Obelan Lake
July	O. W. Van Meter.....	Master and pilot.....	Steam.....	Obelan Lake
July	O. W. Van Meter.....	Engineer.....	Steam.....	Obelan Lake
July	I. M. Hunt.....	M., P. and engineer.....	Gas.....	Curlew Lake
July	H. F. Hubbard.....	M., P. and engineer.....	Gas.....	Obelan Lake
July	O. E. Otly.....	Master and pilot.....	Steam.....	Whatcom Lake
July	G. F. Davis.....	M., P. and engineer.....	Gas.....	Medical Lake
July	A. Hubbard.....	M., P. and engineer.....	Gas.....	Medical Lake
July	S. L. Meyer.....	M., P. and engineer.....	Gas.....	Colville Lake
July	Clark Long.....	M., P. and engineer.....	Gas.....	Colville Lake
July	R. K. Sutton.....	M., P. and engineer.....	Gas.....	Newman Lake
July	D. O. Coakley.....	M., P. and engineer.....	Gas.....	Liberty Lake
July	Lyle Stephenson.....	M., P. and engineer.....	Gas.....	Liberty Lake
July	A. L. Conlon.....	M., P. and engineer.....	Gas.....	Newman Lake
July	J. H. Haynes.....	M., P. and engineer.....	Gas.....	Newman Lake
July	A. W. Blanchard.....	M., P. and engineer.....	Gas.....	Obelan Lake
July	F. D. Little.....	M., P. and engineer.....	Gas.....	Obelan Lake
July	E. H. Helpenstell.....	Engineer.....	Gas.....	Crescent Lake
July	John A. Martin.....	M., P. and engineer.....	Gas.....	Crescent Lake
July	Walter Pasley.....	M., P. and engineer.....	Gas.....	Obelan Lake
July	F. H. Bridgeham.....	M., P. and engineer.....	Gas.....	Obelan Lake
July	John W. Gale.....	M., P. and engineer.....	Gas.....	Kachem Lake
July	H. V. Bell.....	M., P. and engineer.....	Gas.....	Crescent Lake
July	F. E. Kallcock.....	M., P. and engineer.....	Gas.....	Crescent Lake
July	W. O. Peach.....	M., P. and engineer.....	Gas.....	Obelan Lake
July	Harry Smith.....	M., P. and engineer.....	Steam.....	Loon Lake
July	W. F. Pool.....	M., P. and engineer.....	Gas.....	Obelan Lake
July	M. Johnson.....	M., P. and engineer.....	Gas.....	Obelan Lake
Aug.	John Wilson.....	M., P. and engineer.....	Gas.....	Keechelus Lake

1912	NAME	LICENSED AS	POWER	WATERS
Aug.	W. J. Bittenberg.....	Engineer	Steam....	Whatcom Lake
Aug.	Sidney Finch	M., P. and engineer	Gas.....	Keechelus Lake
Aug.	Chas. Brooks	M., P. and engineer	Gas.....	Crescent Lake
Sept.	O. A. Stranch	M., P. and engineer	Gas.....	Long Lake
Sept.	Walter Schneirla	M., P. and engineer	Gas.....	Moses Lake
Sept.	W. D. Nickerson	M., P. and engineer	Gas.....	Liberty Lake
Sept.	Henry Warren	M., P. and engineer	Gas.....	Soap Lake
Sept.	George C. Hill	M., P. and engineer	Gas.....	Moses Lake
Oct.	Sam Lowden	M., P. and engineer	Steam....	Union Lake

CERTIFICATES ISSUED TO THE FOLLOWING NAMED VESSELS, 1913:

1913	NAME	OWNER	POWER	CITY
May	Marguerite	Pitman & Douglass	Steam....	Bellingham
May	Elmhör	Pitman & Douglass	Steam....	Bellingham
May	Lena	Sherman Bell	Gas.....	Chelan
May	Comet	Lake Chelan Navigation Co.	Gas.....	Lakeside
May	Wolf	Tuttle & Sons	Gas.....	Chelan
May	Minnow	Tuttle & Sons	Gas.....	Chelan
May	Rainbow	Edward Wapato	Gas.....	Chelan
May	Gwen	Evan Morgan	Steam....	Loon Lake
May	Swastika Queen	Tollefsen & MacFadden	Gas.....	Newman Lake
June	Gypsy	Sam Sutton	Gas.....	Moab
June	Devil	Sam Sutton	Gas.....	Moab
June	Babe	H. E. Hansen	Gas.....	Manson
June	Satan	C. O. Lafferty	Gas.....	Lakeside
June	Fairholm	Henry Smith	Gas.....	Piedmont
June	Smuggler	Tom Olson	Gas.....	Piedmont
June	Solduck	T. S. Potter	Gas.....	Piedmont
June	Silver Queen	C. E. Kilbourne	Gas.....	Everett
June	Fox	H. W. Barton	Gas.....	Hoodsport
June	Oushman	Oscar Ahl	Gas.....	Hoodsport
July	Ramona	George A. Jenkins	Gas.....	Geneva
July	Geneva	George A. Jenkins	Gas.....	Geneva
July	Monohon	Monohon B. & C. Company	Gas.....	Monohon
July	Puget	Will Marshall	Gas.....	Teima
July	Olympus	Mitchell & Christoferson	Gas.....	Piedmont
July	Lake of Lake	Lake Chelan Navigation Co.	Steam....	Lakeside
July	Tourist	Lake Chelan Navigation Co.	Steam....	Lakeside
July	Ourlew	I. M. Hunt	Gas.....	Republic
July	Comet	Otly & Smith	Steam....	Bellingham
July	Arrow	G. F. Davis	Gas.....	Medical Lake
July	Ferry	G. F. Davis	Gas.....	Medical Lake
July	Ferry No. 2	G. F. Davis	Gas.....	Medical Lake
July	Silver Star	Kieba & Meyer	Gas.....	Sprague
July	Orascent	Clark Long	Gas.....	Sprague
July	Liberty Bell	D. C. Oakley	Gas.....	Liberty Lake
July	Virginia	M. J. Kales	Gas.....	Liberty Lake
July	Sprite	J. H. Haynes	Gas.....	Moab
July	Gillette	A. M. Harris	Gas.....	Moab
July	Straubel	Chelan Boat Company	Gas.....	Chelan
July	Apache	Chelan Boat Company	Gas.....	Chelan
July	Betty Earles	Sol Duc Hot Springs Co.	Gas.....	Piedmont
July	Orascent	Sol Duc Hot Springs Co.	Gas.....	Piedmont
July	Corana	Walter Pasley	Gas.....	Lakeside
July	Idler	F. D. Little	Gas.....	Lakeside
July	Wanda	John W. Gale	Gas.....	Easton
Aug.	Independent	F. E. Kallock	Gas.....	Piedmont
Aug.	Doris	U. S. Reclamation Service	Gas.....	Easton
Aug.	Wahkishum	Finch Bros.	Gas.....	Easton
Sept.	Huntington	Stranch & Leonard	Gas.....	Long Lake
Sept.	Moore	H. F. Hubbard	Gas.....	Moore
Sept.	Sunbeam	Walter Schneirla	Gas.....	Neppel
Sept.	Helen II	W. D. Nickerson	Gas.....	Liberty Lake
Sept.	Red Wing	Henry Warren	Gas.....	Soap Lake
Sept.	Moses Chief	George C. Hill	Gas.....	Mae
Oct.	Maudie	Brace & Hergert Company	Steam....	Seattle

ANNUAL REPORT OF STEAMBOAT INSPECTION LAW.

From December 31st, 1913, to October 1st, 1914, showing the number of certificates and licenses issued.

LICENSES ISSUED DURING ABOVE PERIOD AS FOLLOWS:

1914	NAME	LICENSED AS	POWER	WATERS
June	E. M. Smith.....	Engineer	Steam.....	Whatcom Lake
June	O. E. Oty.....	Master and pilot.....	Steam.....	Whatcom Lake
June	O. H. Shoesley.....	M., P. and engineer.....	Gas.....	Silver Lake
June	O. E. Kilbourn.....	M., P. and engineer.....	Gas.....	Silver Lake
June	Lee Pitman.....	Master and pilot.....	Steam.....	Whatcom Lake
June	Geo. W. Douglas.....	Master and pilot.....	Steam.....	Whatcom Lake
June	Geo. A. Jenkins.....	M., P. and engineer.....	Gas.....	Whatcom Lake
June	O. F. Henry.....	M., P. and engineer.....	Gas.....	Crescent Lake
June	Paul Potter.....	M., P. and engineer.....	Gas.....	Crescent Lake
June	T. S. Potter.....	M., P. and engineer.....	Gas.....	Crescent Lake
June	W. H. Fluhart.....	M., P. and engineer.....	Gas.....	Crescent Lake
June	F. E. Kallcock.....	M., P. and engineer.....	Gas.....	Crescent Lake
June	Julius Petersen.....	M., P. and engineer.....	Gas.....	Crescent Lake
June	Sam Lowden.....	M., P. and engineer.....	Steam.....	Union Lake
June	O. O. Lafferty.....	M., P. and engineer.....	Gas.....	Chelan Lake
June	George L. Harden.....	M., P. and engineer.....	Gas.....	Chelan Lake
July	Orville Hughes.....	M., P. and engineer.....	Steam.....	Loon Lake
July	Chandler Bluhdorn.....	M., P. and engineer.....	Steam.....	Loon Lake
July	Willard Van Meter.....	M., P. and engineer.....	Gas.....	Chelan Lake
July	E. E. Shotwell.....	Master and pilot.....	Steam.....	Chelan Lake
July	O. W. Van Meter.....	Master and pilot.....	Steam.....	Chelan Lake
July	O. W. Van Meter.....	Engineer.....	Steam.....	Chelan Lake
July	Ernest Pershall.....	Master.....	Steam.....	Chelan Lake
July	W. T. Pasley.....	M., P. and engineer.....	Gas.....	Chelan Lake
July	H. E. Ward.....	Engineer.....	Steam.....	Chelan Lake
July	Roy M. Barton.....	Engineer.....	Steam.....	Chelan Lake
July	Roy M. Barton.....	Master and pilot.....	Steam.....	Chelan Lake
July	D. C. Coakley.....	M., P. and engineer.....	Gas.....	Liberty Lake
July	Roy Kalez.....	M., P. and engineer.....	Gas.....	Liberty Lake
July	Townsend Wolfe.....	M., P. and engineer.....	Gas.....	Medical Lake
July	G. F. Davis.....	M., P. and engineer.....	Gas.....	Medical Lake
July	R. W. Little.....	M., P. and engineer.....	Steam.....	Chelan Lake
July	A. Fletcher.....	M., P. and engineer.....	Gas.....	Newman Lake
July	Samuel Long.....	M., P. and engineer.....	Gas.....	Chelan Lake
July	John W. Gale.....	M., P. and engineer.....	Gas.....	Kachess Lake
July	A. L. Conlon.....	M., P. and engineer.....	Gas.....	Newman Lake
July	R. K. Sutton.....	M., P. and engineer.....	Gas.....	Newman Lake
July	E. Flaherty.....	M., P. and engineer.....	Gas.....	Silver Lake
July	A. T. Watkinson.....	M., P. and engineer.....	Gas.....	Chelan Lake
July	D. O. Coates.....	M., P. and engineer.....	Gas.....	American Lake
July	Will Marshall.....	M., P. and engineer.....	Gas.....	Wenatchee Lake
July	O. Knutson.....	M., P. and engineer.....	Gas.....	Keechelus Lake
July	F. F. Flanagan.....	M., P. and engineer.....	Gas.....	Keechelus Lake
July	O. A. Tuttle.....	M., P. and engineer.....	Gas.....	Chelan Lake
July	F. J. Tuttle.....	M., P. and engineer.....	Gas.....	Chelan Lake
July	T. V. Tuttle.....	M., P. and engineer.....	Gas.....	Chelan Lake
July	Gaines Tuttle.....	M., P. and engineer.....	Gas.....	Chelan Lake
July	B. J. Tuttle.....	M., P. and engineer.....	Gas.....	Chelan Lake
July	John A. Martin.....	M., P. and engineer.....	Gas.....	Crescent Lake
July	D. H. Donaldson.....	Engineer.....	Gas.....	Crescent Lake
July	Oscar Ahl.....	M., P. and engineer.....	Gas.....	Cushman Lake
July	O. W. Browner.....	M., P. and engineer.....	Gas.....	Cushman Lake
Aug.	S. L. Meyer.....	M., P. and engineer.....	Gas.....	Coiville Lake
Aug.	W. D. Nickson.....	M., P. and engineer.....	Gas.....	Liberty Lake
Aug.	Samuel Sutton.....	M., P. and engineer.....	Gas.....	Newman Lake
Aug.	F. E. Hood.....	M., P. and engineer.....	Gas.....	Newman Lake
Aug.	E. A. Collins.....	M., P. and engineer.....	Gas.....	Ofutt Lake
Aug.	H. P. Hubbard.....	M., P. and engineer.....	Gas.....	Chelan Lake
Aug.	A. V. Jones.....	M., P. and engineer.....	Gas.....	Chelan Lake
Aug.	H. M. Merrifield.....	M., P. and engineer.....	Gas.....	Chelan Lake
Aug.	H. S. Burley.....	M., P. and engineer.....	Gas.....	Chelan Lake
Aug.	Fred D. Carter.....	Master and engineer.....	Gas.....	Stellacom Lake
Aug.	Henry Kingman.....	M., P. and engineer.....	Gas.....	Chelan Lake

1914	NAME	LICENSED AS	POWER	WATERS
Aug.	W. J. Rittenberg.....	Engineer	Steam.....	Whatcom Lake
Aug.	Oren M. Moraman.....	Engineer	Steam.....	Whatcom Lake
Aug.	J. A. Pierce.....	M., P. and engineer.....	Gas.....	Deep Lake
Aug.	Henry Smith.....	M., P. and engineer.....	Gas.....	Crescent Lake
Aug.	J. H. Gibson.....	M., P. and engineer.....	Gas.....	Crescent Lake
Sept.	Nels Peters.....	M., P. and engineer.....	Gas.....	Silver Lake
Sept.	F. W. Smith.....	M., P. and engineer.....	Gas.....	Chelan Lake
Sept.	Harvey W. Otis.....	M., P. and engineer.....	Gas.....	Chelan Lake

CERTIFICATES ISSUED TO THE FOLLOWING NAMED VESSELS, 1914:

1914	NAME	OWNER	POWER	CITY
June	Geneva.....	G. A. Jenkins.....	Gas.....	Geneva
June	Silver Queen	O. E. Kilbourn.....	Gas.....	Everett
June	Independent	F. E. Kallcock.....	Gas.....	Piedmont
June	Fairholm	J. Petersen.....	Gas.....	Piedmont
June	Emily	E. J. Ovington.....	Gas.....	Piedmont
June	Olympus	Mitchell & Christofor.....	Gas.....	Piedmont
June	Maud	Brace & Hergert.....	Steam.....	Seattle
June	Marguerite	Pitman & Douglas.....	Steam.....	Bellingham
June	Elsinore	Pitman & Douglas.....	Steam.....	Bellingham
June	Illinois	O. O. Lafferty.....	Gas.....	Lakeside
June	Idler	Hendricks & Barden.....	Gas.....	Chelan
July	Gwen	Evan Morgan.....	Steam.....	Loon Lake
July	Lady of the Lake.....	Lake Chelan Navigation Co.....	Steam.....	Lakeside
July	Tourist	Lake Chelan Navigation Co.....	Steam.....	Lakeside
July	Comet	Lake Chelan Navigation Co.....	Gas.....	Lakeside
July	Apache	Lake Chelan Navigation Co.....	Gas.....	Lakeside
July	Liberty Bell	D. O. Coakley.....	Gas.....	Liberty Lake
July	Cupid	D. O. Coakley.....	Gas.....	Liberty Lake
July	Ferry	G. F. Davis.....	Gas.....	Medical Lake
July	Ferry No. 2.....	G. F. Davis.....	Gas.....	Medical Lake
July	Patora Laurima	Little & Kingman.....	Gas.....	Lucerne
July	Swastika Queen	Tollefsen & McFadden.....	Gas.....	Newman Lake
July	O. K.	G. F. Davis.....	Gas.....	Medical Lake
July	Wanda	John W. Gale.....	Gas.....	Easton
July	Gypsy	San Sutton.....	Gas.....	Moab
July	Gillette	E. J. Ohlgrum.....	Gas.....	Moab
July	Comet	Otly & Smith.....	Steam.....	Bellingham
July	Coey Island	E. Flaherty.....	Gas.....	Bothell
July	Florence O	D. O. Coats.....	Gas.....	American Lake
July	Puget	Will Marshall.....	Gas.....	Dardanelles
July	Imperator II	Lake Keechelus Inv. Co.....	Gas.....	Easton
July	Vaterland	Lake Keechelus Inv. Co.....	Gas.....	Easton
July	Straubel	Tuttle & Sons.....	Gas.....	Chelan
July	Wolf	Tuttle & Sons.....	Gas.....	Chelan
July	Panama	Tuttle & Sons.....	Gas.....	Chelan
July	Betty Earles	Sol Duc Trans. Company.....	Gas.....	Piedmont
July	Crescent	Sol Duc Trans. Company.....	Gas.....	Piedmont
July	Cushman	Oscar Ahl.....	Gas.....	Hoodsport
Aug.	Crescent	Kleba & Meyers.....	Gas.....	Sprague
Aug.	Helen II	W. A. Nickson.....	Gas.....	Liberty Lake
Aug.	Devil	San Sutton.....	Gas.....	Moab
Aug.	Tug	F. E. Hood.....	Gas.....	Moab
Aug.	Pioneer	E. A. Collins.....	Gas.....	Offut
Aug.	Moore	H. F. Hubbard.....	Gas.....	Moore
Aug.	Leona	A. T. Watkinson.....	Gas.....	Manson
Aug.	Chelan	A. V. Jones.....	Gas.....	Chelan
Aug.	May Bell	H. S. Burley.....	Gas.....	Lakeside
Aug.	Josephine	Fred D. Carter.....	Gas.....	South Tacoma
Aug.	Rainbow	Ed Wapato.....	Gas.....	Manson
Aug.	Babe	A. W. Blanchard.....	Gas.....	Chelan
Aug.	Lena	Sherman Bell.....	Gas.....	Manson
Aug.	Helen K	J. A. Pierce.....	Gas.....	Enumclaw
Aug.	First Creek Ferry	Chelan County.....	Gas.....	Manson
Aug.	Waterwagon	Nels Peters.....	Gas.....	Bothell
Aug.	Smuggler	Chas. Anderson.....	Gas.....	Lake Crescent
Sept.	Solduck	T. S. Potter.....	Gas.....	Piedmont
Sept.	Eagle	G. H. Sheasley.....	Gas.....	Bothell



**SHOP SAFETY COMMITTEE
CAMPAIGN**

Shop Safety Committee Campaign.

Different railroad systems and manufacturing concerns, large and small, in all parts of the country, in the last few years have taken up the cry of "safety first" and in that way have combated, and most successfully, too, the constant growth in the accident rate in their industries, one of the evils attendant upon the remarkable industrial progress of modern times. But these were all individual efforts, handled with respect to conditions in particular plants, and the benefits were thus confined to the concerns involved, and such they might have continued had not the State of Washington this spring, under the direction of Governor Lister, set the precedent for others to follow when, through its Bureau of Labor, it began an active "safety first" campaign in all the manufacturing plants of the state, the first time such a movement was handled on such a scale, embracing so many and varied industries.

For the "shop safety committee" campaign, as it has come to be called, is a new venture in factory inspection work. Heretofore the state has been contented merely with inspecting the machinery and approving or ordering certain safeguards, never proceeding far enough to ascertain whether the workman handled the machine as it should be handled or permitted the safeguard to do its work, or, as too frequently happens, took it off as soon as the inspector had left. Now, the factory inspection department of the Bureau in this new movement is proceeding along the most scientific lines developed up to the present time in safety engineering.

Essentially, the shop safety campaign is a campaign of educating the men at work, to teach them that carelessness inevitably takes its toll in human suffering, perhaps in human life, that recklessness is to be abhorred and ignorance unexcused. Heedlessness, indifference, thoughtlessness, are traits that are far too common in the average workingman, as ap-

plied to himself or his neighbor at the next machine, traits that exact far too heavy a penalty and yet they are not due to any inherent fault in the workman himself so much as to the fact that they had never been called to his attention before in just the right way to show him what they cost, and thus they were permitted to grow upon him. That the State of Washington should lead the Union in undertaking a universal campaign within its borders to eradicate those traits and to preserve the lives and bodies of its workingmen, is something of which it may well be proud.

It is interesting, therefore, to know how the movement started, and a letter written by the Commissioner of Labor to the Governor on June 11, 1914, relates the history of it briefly and to the point. It said in part:

OLYMPIA, WASH., June 11, 1914.

Honorable Ernest Lister, Governor of Washington, Olympia, Wash.

DEAR SIR: I have your valued favor of the 3rd instant, wherein you ask for a statement concerning the progress that is being made by this Bureau in introducing safety measures in the factories, mills and workshops of this state for the protection of workmen, and in response to same I have the honor to submit the following report:

Acting upon your urgent request, made last December, to the effect that I consult with the Industrial Insurance Commission and that we jointly devise practical means, of which you gave an outline, of instituting a campaign of accident elimination in the different hazardous occupations coming under our jurisdiction, we met in frequent sessions and thoroughly discussed the possibilities and after a most careful analysis of the situation we arrived at the following conclusions:

(1) That a vast percentage of accidents causing death or total or partial disability is attributable to avoidable causes.

(2) That in a great measure these causes exist through a lack of understanding on the part of workmen of the hazards that exist as well as a lack of intelligent application of safety measures in their daily routine of work.

In the course of this investigation it was found, contrary to general belief, that but few accidents were attributable to lack of mechanical safeguards. Statistics that have been tabulated in this regard reveal the fact that only 2.9 per cent. of the accidents of the past year could be charged to lack of safeguards on machinery.

Through a close examination of accident records it was also found that recklessness, carelessness, ignorance and unsuitable clothing were

the four prime factors that must be overcome in order to reduce accidents.

Therefore in order to gain control of the situation it was agreed that the only avenue in which to accomplish effective work was, as you suggested, that of an educational propaganda among workmen.

It was therefore decided, as a preliminary step in this educational movement, to introduce a series of caution signs into each establishment. The series is composed of eight different signs, one of which is the general adopted danger signal printed on a circular form of red cardboard. Each establishment is being furnished with a sufficient number of these signs and other forms will be supplied from time to time as needed.

In addition to the above feature of the work, I began last January to inquire into the possibilities of creating a shop safety committee in each establishment in the state, these committees to have constant and complete surveillance over the entire plant, with authority to devise and recommend safety appliances wherever needed. This being a new departure that had never before been attempted by any state bureau of factory inspection, I felt it was necessary to observe great care in outlining the plan of procedure.

After several weeks of careful inquiry into the subject and having consulted with various experts in safety engineering I called a meeting of the State Factory Inspectors and going over the ground with them in detail, became convinced that if proper cooperation could be secured from the employers in the matter, the plan would be the means of obtaining good results in accident prevention.

Therefore, during the month of March last, I entered into correspondence with more than four hundred of the largest employers and manufacturers in the state, setting forth the proposed plan. Encouraging replies were received from a great number, more than sixty firms immediately responding and naming their shop safety committees. Others desired further explanation concerning various features of the work and when satisfied of the practicability of the scheme readily joined the movement.

It is with no small degree of satisfaction that I am able at this date to report that 233 establishments have already joined the movement. The total number of men employed in these establishments approximates 41 per cent. of the total number of men employed in all of the factories, mills and workshops coming under the inspection service of this Bureau. It will thus be seen that the functions of this department have been enlarged to the extent that a safety force of over 700 men is now operating in the field with proper authority for the enforcement of safety measures.

It is also gratifying to note that these committees almost invariably take an immediate and deep interest in their work, and it may be safely predicted that future reports of the Industrial Insurance Commission will show a material reduction in the accident rate in that

particular field in which this work is being carried on. Those results are apparent at this time.

The methods pursued in directing the work of these committees have been devised with a view of obtaining the free cooperation of both employers and employes, and to this end we are introducing a system of safety reforms that should not alone obtain a reduction in the accident rate, but at the same time be the means of increasing the efficiency of the working organization of the plant.

The means employed in acquainting the shop safety committees with their duties is both by correspondence from this office as well as personal instruction from our factory inspectors. When a plant is visited by the inspector the committee accompanies him on a tour of inspection of the plant, and a most thorough search is made for hidden places of danger and when found means are discussed for eliminating same. These surveys almost invariably reveal conditions that can be improved upon, and we find but few cases where the owners do not readily consent to the improvements being made.

Considering the cooperation that we have so far met with from the employers and employes there is no reason to doubt that the shop safety movement will become an established part of the working organization of every manufacturing plant in this state in the future, and we are bending every effort to make the chain as complete as possible by the end of the year.

Respectfully submitted,

E. W. OLSON,

State Labor Commissioner.

Prior to the passage of the Workmen's Compensation Act in this state, the matter of safeguarding against accidents received only casual consideration, but with the advent of that law there came a forced demand for the better protection of workmen against injury, a condition that was brought about almost wholly for economical reasons. Before that time no accurate idea of the loss of life or of the total or partial disability of workmen could be formed, but the figures obtained since are appalling, as illustrated in the fact that from October 1, 1912, to October 1, 1913, a total of 12,380 accidents occurred in the extra hazardous occupations of the state, of which 5,593 were in mechanical establishments coming under the jurisdiction of the inspection service of the Bureau of Labor.

This high accident rate naturally caused considerable discussion among the employers of the state as to methods that

might be pursued to reduce it and many suggestions were offered. One that was brought to the attention of the Bureau and considered most practical was that made by W. C. Yeomans of Pe Ell, of which the caution signs illustrated in the accompanying cut and mentioned in the letter to the Governor just quoted, were an outgrowth. Because the Bureau did not have sufficient money in its printing fund, the Industrial Insurance Commission generously offered to pay the expense of printing several thousand of them, which were then mailed early in the spring of 1914 to nearly every factory in the state at a great burden of expense to the Bureau for postage, part of which was also borne by the Industrial Insurance Commission. It can be readily appreciated that it was no easy matter to adopt signs that would apply generally and properly to the varying conditions in the many different factories of the state, and it was not until after a conference with the Bureau's factory inspectors that the text and style was determined, resulting in the selection of the eight different placards shown in the illustration on the following page.

The issuance of these signs were the forerunner of the shop safety movement, which was conceived at a later date, and this forward step in accident prevention work by states was undertaken by the factory inspection department of the Bureau as a further means of bringing about the much-needed reduction so plainly shown by the high accident rate. To accomplish the best results, the movement must of course have the full co-operation of both employers and employees.

Investigation shows, as brought out in the report to the Governor, that safety devices, though essential, play but a small part in accident prevention. The primary causes were stated in that report—recklessness, carelessness, ignorance and unsuitable clothing—supplemented by many secondary causes such as ventilation, unreasonably long working hours and the use of alcoholic drinks during working hours. How great a part loose and unsuitable clothing plays in causing accidents otherwise preventable, but few people realize. The moving parts of machines, especially rotating parts, cannot always be completely covered in,

PLAYING PRANKS

Or Scuffling Around Machinery
While in Motion

STRICTLY FORBIDDEN

YOU ARE REMINDED

THAT A WORKMAN WHO TAKES A
CHANCE AT BEING INJURED COM-
MITS AN INJUSTICE UPON HIM-
SELF, HIS FAMILY, HIS EMPLOYER

DON'T DO IT!

"BE SURE YOU'RE SAFE, THEN GO AHEAD"

DO NOT

ATTEMPT TO REMOVE
SLIVERS OR SAWDUST
FROM BENEATH THE SAWS
WHILE THEY ARE IN MOTION

WARNING!

Every Workman in this Establishment
is Prohibited from

THROWING ON BELTS BY HAND

Anyone found doing it should be reported at once
to the SHOP SAFETY COMMITTEE

DANGER

SHOP SAFETY COMMITTEE

TO THIS COMMITTEE
Report All Defective Machinery and Lack of
Safetyguards

REPORT ACCIDENTS IMMEDIATELY
TO FOREMAN

BE CAREFUL

WHEN WORKING NEAR
Machinery in Motion
"BE SURE YOU'RE SAFE, THEN GO AHEAD"

WORKMEN AROUND MACHINERY

MUST NOT WEAR
LOOSELY-FITTED OR TORN CLOTHING

DON'T

WEAR GAUNTLET GLOVES

"BE SURE YOU'RE SAFE, THEN GO AHEAD"

SHUT OFF EMERY WHEELS

WHEN NOT IN USE

and when the guarding is not complete, a workman may easily be caught in the mechanism if he wears an unbuttoned jacket or one with a torn or ragged sleeve. Many of the fatal accidents in this state in the last year have been caused by loose or torn clothing coming into contact with an innocent-looking rotating or oscillating mechanism, and none of them should have happened for all were preventable. Realizing this, the Commissioner of Labor, in addressing the Timberworkers' Convention in December, 1913, urged it to instruct its members not to wear loose, ragged or torn clothing and so impressed the convention with his advice that it adopted resolutions to that effect. Safeguarding of machinery will not prevent such accidents for they usually occur where safeguards are not applicable, and therefore it is apparent, that, following the proper safeguarding of all machinery and places of danger, there must of necessity be inaugurated a campaign of safety education among workmen, that will ramify its way into the remotest corners of every industry and establishment until all are brought under its influence.

Here, then, enters the shop safety committee, whose members are selected from the ranks of the employes with a view of their peculiar fitness for the duties and responsibilities expected of them, through whose vigilance and practical knowledge manifold benefits are resulting. Such committees in large industrial plants in the East have demonstrated their practical worth beyond question, reducing accidents more than fifty per cent in some cases, and the experience of the few months of their organization in the State of Washington reaffirms that demonstration beyond question, the number of accidents attributable to lack of safeguards, according to the first report of the Industrial Insurance Commission for 1912, was 6.4 per cent, which through the diligent efforts of the inspectors of this Bureau was reduced to 2.9 per cent as stated in the letter to the Governor, and since that time have been further reduced to 1.9 per cent, making a total reduction of 68 per cent in such accidents that have occurred since Oct. 1912.

For close observation, system, organization and constant vigilance—the keynotes of the movement—are reducing the accident hazard, increasing efficiency and promoting economy. A thorough working system in a factory has been found to be the greatest factor in preventing accidents; not only that, but it is also the means of increasing the product of the plant without increasing the payroll. Modern safety engineering is based on the principle of reducing the hazard and increasing the efficiency of the factory, for in concerns where there is constant confusion and disorder among the men it has been found that the accident rate is several times greater than in well-regulated establishments where system and order prevail. Furthermore, a workman who is reckless in his movements is as dangerous around a workshop as an unguarded machine, and so upon the shop safety committee devolves the responsibility of impressing thoroughly upon the workman the fact that his own safety and the safety of his fellow workmen depend upon his own carefulness, and that he must consider the result of every movement when he is engaged in work of a hazardous nature or when he is operating a dangerous piece of machinery.

In these ways it has come to be realized that the prevention of industrial accidents depends largely upon the care exercised by the employes as a whole and that is why every mechanical establishment should have its shop safety committee. In plants employing only six or a dozen men, one person to look after safety conditions is sufficient; in plants employing from twelve to thirty men a committee of two will get good results, while a committee of three is needed for larger establishments. Their work in this regard need not and should not interfere with their regular duties and, after having been given authority to look after the safety of their fellow workmen, there are but few men who will fail to keep a watchful eye on the movements of other men or to get every workman interested in precautionary measures, thereby avoiding many of the common and easily prevented accidents that happen year in and year out. It should be the duty of this committee to exercise proper surveillance

over the workmen and the machinery in the plant and to consider and devise means whereby safety conditions may be improved from time to time. Often the man who has been working for weeks with his elbow fairly brushing the danger point, fails to comprehend what it is until it is too late—the accident has happened. That is to be a part of the shop safety committee's business, to find the cause before the accident occurs.

The men, of course, do not always become careless of their own volition, do not rush around simply because they want to, but frequently because of the so-called "speeding-up" process toward which there seems to be a growing tendency in this state on the part of some of the employers, applied to the machines as well as the men, and to be noted even in the logging industry where the breaking of a cable or chain link may cost a life. Yet such a "rush" disorganizes the working force of the concern in which it is applied, especially where there are foreigners who cannot understand English readily, and makes men work helter-skelter and at cross-purposes, so much so that whatever the concern makes by the speeding-up process is lost in other ways. It is worth noting that in mills and factories where there is a good working organization, the proprietors have not been compelled to resort to the speeding-up process and their output, as a matter of fact, owing to this more efficient working system, is greater than it would be if all were rush and disorder. These plants keep their men, can cultivate, educate and train their force; the others cannot—they have not time.

So a demand is being made upon industry to co-operate with and through the shop safety committees for the improvement of conditions which shall make for their own benefit. Nobody else is concerned, save perhaps society in that vague application of the term to everybody; for those employing, who have to pay for the industrial insurance, and those working, who have to pay the bill, one way or the other, and they should bear in mind the fact that experience has demonstrated, in this country and in those European countries where industrial insurance prevails and no organized effort is made to minimize

the hazard and loss, the percentage of both accidents and expense have steadily increased, no matter how liberally safety appliances have been introduced. Take Washington's own experience as an example. In this state the total amount of compensation paid by the Industrial Insurance Commission for the thirty months ended March 31, 1914, was as follows:

Claims paid	\$1,952,081.12
Pensions paid	150,830.61
Reserve set aside to secure pensions.....	960,445.49
Total	<u>\$3,063,357.22</u>

Of interest also is a condensed report of accidents which have occurred during the fiscal year 1913-14, under that territory safeguarded and subject to inspection. It is interesting to note that only 185 accidents of the total number were attributable to lack of safety devices.

ACCIDENTS IN MILLS, FACTORIES AND WORKSHOPS

Occurring from October 1, 1912 to October 1, 1913.

TABLE No. 1.

Machine's fault	143
Not machine's fault.....	2,059
Non-mechanical	3,240
Not determined	151
Total	<u>5,593</u>

TABLE No. 2.

Safeguarded	1,682
Not safeguarded	185
Safeguards not applicable.....	3,403
Not determined	323
Total	<u>5,593</u>

TABLE No. 3.

Trade risk	3,684
Workman's fault	582
Fellow servant's fault	108
Employer's fault	54
Foreman's fault	5
Third person's fault.....	9
Not determined	1,151
Total	<u>5,593</u>

The accidents charged to the fault of the workman and fellow servant total 690 or 10 per cent of all; and the per cent that ignorance, neglect and recklessness might claim from the remaining 4,835 accidents which are classified as "trade risk" and "not determined," can be materially reduced by safety supervision and the constant vigilance of the shop safety committees.

The experience in Germany, where industrial insurance has been in force since 1885 where the uniform increase in the number of reported accidents is most noteworthy and where, in spite of all preventative measures, the accident rate is higher now than it ever was is even more striking. In 1886, when there were 3,473,435 workmen insured, 92,316 accidents were reported; the next year, with the same number of workmen, 105,897 accidents were reported, or 27.42 per thousand workmen. Coming down to 1900, out of 6,928,894 workmen insured, 6,021,856 of whom worked full time, 310,105 accidents were reported, or a ratio of 44.76 per thousand, while in 1911 the ratio had increased to 52.83 per thousand workmen. Investigation of these statistics reveals the fact that the increase in the number of accidents is greatest where the workman is disabled for a period of 13 weeks or less and that the accidents on an average are less severe than formerly, but the steady and remarkable increase in the total demands the thoughtful attention of every one, whether employer or employe, and to cope with it some other means than mechanical safeguards, it is apparent, is necessary.

This is the field of the shop safety committee, as convincingly demonstrated in a recent investigation by the Wisconsin Industrial Commission of several manufacturing concerns in that state which have made a reduction of from 50 to 75 per cent in the number of accidents in their respective plants, when it was found that not more than one-third of the reduction had been accomplished by mechanical guards of machinery, while the other two-thirds had resulted from inspection and the education and co-operation of the workmen. In practically all of

the companies which accomplished the largest reduction in accidents, the plan of appointing committees from the rank and file of their employes as inspectors, the method recommended by the Bureau in the safety committee campaign was followed. It has served four purposes; the men have taken pride in assuming the responsibility and endeavoring to make a good record; through their new interest in safety, they have acquired much valuable information concerning the cause and prevention of accidents; they have been able to discover hundreds of small points of danger which arise even in the best guarded shops and which can only be ferreted out by the men who are on the job and near the work; and they have become boosters for safety and have done much to interest their fellow workmen and to induce them to do their part.

Wherever these problems are being worked out to the greatest extent and the comfort and convenience of employes are well provided for, a great increase in efficiency has resulted while the number and the cost of the accidents have been materially reduced. There is a saving to the employer, in connection with the prevention of an accident, which is of greater ultimate value than the money saving and that is the saving of the services of a trained employe, an asset of economic value in any industry. When the shop safety committee plan is effectively applied, a reduction in industrial insurance rates in those industries which are making the most of it, is a logical and inevitable result, and just as logical and inevitable is the increase in the efficiency of the working organizations of those industries, though this must of course depend upon the class of workmen there employed, as to whether or not they are intelligent enough to be susceptible to efficient management. This in turn depends upon the employer—if he prefers an ignorant worker to an intelligent one, he must also prefer to pay the bill.

After all, to sum the whole matter up, wide experience shows that mechanical safeguards are not of much use unless the men on the job are interested in looking after their own safety and that of their fellow employes. The first step in safety organ-

ization is, of course, for the owners of a plant to recognize safety work and to give it its proper and legitimate place in the organization, and then to show their interest by co-operating with the workmen in effecting the improvements found desirable. And unless the officers do their part, the foremen and the workmen will not take the safety work seriously, will not do their part, and so an attitude of absolute frankness should exist between employer and employe and each should assume his respective responsibility. The companies which have had the longest experience in safety work are emphasizing one point more and more, namely, that only poor results can be obtained unless the employer is able to reach his men and win their confidence and so co-operate with them that they will feel he is doing his full part and will recognize what they must do to insure safety for all.

Very happily, as the letter to the Governor stated, the shop safety committee movement has met with the hearty approval and co-operation of the employers and workers of the state, ever since its first suggestion, and through the work of this Bureau up to October 1, 1914, shop safety committees have been organized in 423 plants throughout the state. The number of men employed in these plants under normal conditions is 25,722, of which number 1,285 are now acting as members of the safety movement. Following is a complete list of the plants organized, showing the number of men employed and the number of committeemen in each plant:

<i>Location</i>	<i>Name of Firm</i>	<i>Number Men Employed</i>	<i>Number Committee- men</i>
Auburn	Forest View Lumber Company.....	12	3
	Star Lake Lumber Company.....	3	3
	Jones & Son	5	2
	Howard Jones	4	1
Anacortes	Apex Fish Company	200	3
	Coast Fish Company	200	3
	Wisconsin Cedar Company	37	3
	Reichert Cedar Company	35	3
	Corbet Mill Company.....	61	3
	Anacortes Lumber & Box Company.....	187	3
	Old Oregon Lumber Company.....	99	3
	J. H. Cavanaugh & Sons.....	60	6
	W. R. Burke.....	27	3
	Russia Cement Company	20	3
	Fidalgo Island Packing Company.....	128	5

<i>Location</i>	<i>Name of Firm</i>	<i>Number Men Employed</i>	<i>Number Committee- men</i>
Alpine.....	Nippon Lumber Company.....	65	3
Arlington.....	Brown & Kuntz Company.....	25	3
	Arlington Steam Laundry.....	5	2
	Ebey Logging Company.....	5	2
	Verd Cedar Company.....	13	2
	Hartford Shingle Company.....	12	3
Aberdeen.....	American Mill Company.....	90	3
	Western Cooperage Company.....	180	3
	Wilson Bros. & Company.....	146	3
	S. E. Slade Lumber Company.....	178	3
	Aberdeen Mfg. Company.....	11	2
	Anderson & Middleton Lumber Company..	107	3
	Bay City Lumber Company.....	150	11
	Douglas Bros.	16	2
	Wilcox Shingle Company.....	18	3
	Grays Harbor Shingle Company.....	35	8
	Aberdeen Lumber & Shingle Company....	14	5
Addy.....	Dearinger & Brunner.....	20	2
Aloha.....	Aloha Lumber Company.....	60	3
Big Lake.....	Day Lumber Company.....	145	3
	Progressive Mill & Logging Company....	15	3
Barneston.....	Kent Lumber Company.....	30	3
Bremerton.....	Bremerton Lumber Company.....	8	2
Bismark.....	Bismark Mill Company.....	35	3
Bellingham.....	Bellingham Canning Company.....	184	3
	Pacific American Fisheries.....	410	3
	Whatcom Falls Mills Company.....	175	5
	The Olympia-Portland Cement Company..	40	3
	Bloedel-Donovan Lumber Mills.....	273	18
	Siemonons Lumber Company.....	20	3
	Earles-Cleary Lumber & Shingle Company	119	3
	E. K. Wood Lumber Company.....	91	3
	Burpee & Letson.....	25	3
	Manley & Sons.....	24	3
	Coast Clay Company.....	25	3
	Astoria & Puget Sound Canning Co.....	90	4
	Western Wood Working Company.....	5	3
	Pacific Steam Laundry.....	48	4
	Bellingham & Northern Ry. Company....	20	3
	Lummi Bay Packing Company.....	125	5
	Morrison Mill Company.....	125	5
	New Method Cascade Laundry.....	20	3
	J. R. Magill.....	26	4
	Bellingham Sash & Door Company.....	12	3
Blanchard.....	Hazel Mill Company.....	18	5
Bow.....	Butler Lumber Company.....	35	4
Bordeaux.....	Mumby Lumber & Shingle Company.....	117	3
Brewster.....	Gamble Lumber Company.....	4	3
Belfour.....	The Olympic-Portland Cement Co.....	90	1

<i>Location</i>	<i>Name of Firm</i>	<i>Number Men Employed</i>	<i>Number Committee- men</i>
Blaine	Morris Mill Company	208	3
	North Bluff Mill Company.....	70	3
	Drayton Bay Shingle Company.....	41	3
	Ainsworth & Dunn	125	3
	West Coast Packing Company.....	50	3
	Alaska Packers Association.....	420	5
	McMaster Mill Company.....	12	3
	Morrison Mill Company.....	80	2
Concrete	J. L. Smiley & Company.....	150	3
	Superior Portland Cement Company.....	85	3
	Washington-Portland Cement Company...	86	3
Colville	Baker River Lumber Company.....	40	3
	W 8 C Mill	15	2
Clear Lake	Clear Lake Lumber Company.....	142	3
Coupeville	Island Mfg. Company	5	1
Centralia	Chehalis River Lumber & Shingle Co....	112	2
	Eastern Railway & Lumber Company....	205	3
Clarkston	Troy Lumber & Manufacturing Company.	25	3
Carlisle	Copalis Lumber Company.....	148	5
Cosmopolis	Grays Harbor Commercial Company.....	675	3
Chelan	Lake Chelan Box Factory.....	10	3
Cashmere	Schmittlen & Company.....	22	3
	Cashmere Lumber Company	21	3
Cle Elum	Miller & Short	16	2
Cloverland	Cloverland Mill	12	3
Colfax	J. B. Good & Company.....	11	2
Darrington	Giles Lumber & Shingle Company.....	18	3
Doty	Doty Lumber & Shingle Company.....	160	3
Dalkena	Dalkena Lumber Company	67	3
Deer Park	Deer Park Lumber Company.....	45	3
Dishman	Opportunity Box Mfg. Company.....	8	1
	Idaho Pine Lumber Company.....	6	2
Enumclaw	White River Lumber Company.....	72	3
	Osceola Shingle Company	6	3
	Inglis Shingle Company	8	2
	Enumclaw Shingle Company.....	5	2
Eagle Gorge	Green River Lumber Company.....	42	3
Edmonds	A. B. C. Shingle Company.....	13	3
	Union Shingle Company.....	14	3
	A. C. Mill Company.....	12	3
	Queen Mill Company	15	3
	Mowat Lumber Company	20	3
	Washington Excelsior Mfg. Company....	9	2
Everett	Everett Pulp & Paper Company.....	250	3
	Clark-Nickerson Lumber Company.....	97	3
	Everett Packing Company.....	130	3
	Robinson Mfg. Company.....	220	4
	Weyerhaeuser Lumber Company.....	145	3
	Canyon Lumber Company	98	3
	French Laundry Company.....	21	3
	Wright Shingle Company.....	15	3
	Everett Flour Mill Company.....	30	2
	Coast Ice & Cold Storage Company.....	25	3
	Everett Sash & Door Company.....	25	3
	Krieger Laundry Company	15	2
	Nordeen Iron Works	8	3

<i>Location</i>	<i>Name of Firm</i>	<i>Number Men Employed</i>	<i>Number Committee- men</i>
Everson.....	C. S. Kale Canning Company.....	32	3
Elma.....	Saginaw Timber Company.....	20	2
Elk.....	Consolidated Lumber Company	92	3
Ellensburg.....	Kittitas Lumber Company.....	15	3
Entiat.....	Adams & Coleman	45	3
	George H. Gray & Son.....	22	1
Edgcomb.....	Arthur & Dainard Shingle Company.....	20	6
Fairmont.....	Jefferson Mill Company	10	3
	Lindstrom Mill Company	14	3
	Winckelman & Wilder Shingle Company..	10	3
Fairfax.....	Manley-Moore Lumber Company.....	75	5
Granite Falls...	Waite Mill & Timber Company.....	52	3
	Rucker Bros.	18	3
Gold Bar.....	Gold Bar Lumber Company.....	98	3
Hobart.....	Wood & Iverson	75	3
High Point.....	High Point Mill Company	52	3
Hadlock.....	Erickson Construction Company	20	3
Heybrook.....	Heybrook Lumber Company	31	3
	Clearwater Lumber Company	25	3
Hartford.....	Cavanaugh Lumber Company	142	3
Hazel.....	Lake Riley Mill Company.....	18	3
Hoquiam.....	Eureka Cedar Lumber & Shingle Company	97	8
	North Western Lumber Company.....	134	4
	Hoquiam Lumber & Shingle Company.....	295	3
	Hoquiam Sash & Door Company.....	100	3
	Posey Mfg. Company	70	3
	Lamb Machine Company	15	2
	National Lumber & Mfg. Company.....	212	3
	North Western Lumber Company.....	151	11
	Coast Shingle Company	45	3
	Niagara Falls Ladder Company.....	5	1
Hillyard.....	Hillyard Lumber Company	20	2
Issaquah.....	Neukirchen Bros.	32	3
Index.....	Index Galena Company	94	4
	Monroe Mill Company	20	3
Ione.....	Panhandle Lumber Company	19	4
Junction City...	A. J. West Lumber Company	110	3
Kent.....	Covington Lumber Company	65	3
	Simplex Bed Mfg. Company.....	20	3
	West Coast Wire Works.....	18	3
	Calhoun & Krause Mill Company.....	18	3
	McGee Auto Company.....	5	1
Kennydale.....	Belt Line Shingle Company	20	3
Knappton.....	Knappton Mills & Lumber Company.....	65	3
Lowell.....	Lowell Shingle Company.....	35	3
Lake Ballinger..	Chippewa Lumber Company	80	3
LaConner.....	LaConner Lumber Company	9	1
Lynden.....	Lynden Canning Company	4	3

<i>Location</i>	<i>Name of Firm</i>	<i>Number Men Employed</i>	<i>Number Committee- men</i>
Lebam.....	Lebam Mill & Timber Company.....	60	3
Littell.....	Chester Snow Log & Shingle Company...	90	3
Leavenworth....	Lamb-Davis Lumber Company.....	39	3
Montesano.....	Hoquiam Sash & Door Company.....	50	4
Moclips.....	M. R. Smith Shingle Company.....	25	4
Matlock.....	H. E. Ford	9	2
McIntosh.....	A. P. Perry Lumber Company.....	20	3
Mead.....	J. F. Davis Brick Company.....	35	3
Milan.....	Spokane Lumber Company	60	3
Mukilteo.....	Crown Lumber Company	100	3
	Mukilteo Shingle Company	30	3
Maltby.....	R. McNair	10	1
Morton.....	Lake Creek Shingle Company.....	9	3
Mt. Vernon.....	Knapp Brick & Tile Company.....	13	3
Marysville.....	Marysville Mfg. Company	32	3
	Mutual Shingle Company	32	3
	John McMaster Shingle Company.....	50	4
Monroe.....	Wood Creek Mill Company	20	3
	Wagner & Wilson	80	4
	Vincent Shingle Company	5	2
Milltown.....	Hawley Mill Company	13	3
	Victoria Mill Company	25	3
Machias.....	Carlson Shingle Company	8	3
McMurray.....	Atlas Lumber Company	85	13
Montborne.....	Nelson & Neal Lumber Company	35	5
Nagrom.....	The Morgan Lumber Company	100	3
North Bend.....	The Quality Shingle Company.....	6	3
National.....	Pacific National Lumber Company.....	185	3
Nooksack.....	Nooksack Valley Fruit Growers Union...	50	3
Napavine.....	Emery & Nelson	35	3
North Yakima...	Yakima Iron Works	8	3
	Cascade Lumber Company	71	3
	S. Grant Smith Company	10	1
Oso.....	Oso Logging Company	5	3
Olympia.....	Buchanan Lumber Company	70	3
Ostrander.....	Ostrander Railway & Timber Company...	18	2
Oakville.....	Hawk & Servis Shingle Company.....	9	2
Orin.....	Winslow Lumber Company.....	48	3
Preston.....	Preston Mill Company	210	3
Port Angeles...	Angeles Brewing Company	18	2
	Filton Mill & Lumber Company.....	35	5
	Puget Sound Mills & Timber Company....	260	4
	Hanson & Gianert	10	3
Port Crescent...	Howell-Hill-Ray Shingle Company.....	14	3
	Skavdal Lumber & Shingle Company.....	12	3
	Puget Sound Mills & Timber Company...	19	3
Pilchuck.....	Parker-Bell Lumber Company	73	10

<i>Location</i>	<i>Name of Firm</i>	<i>Number Men Employed</i>	<i>Number Committee- men</i>
Port Townsend..	Port Townsend Brewing Company.....	6	4
Puyallup.....	West Coast Fir Company	40	3
	Brew Manufacturing Company	83	3
	Columbia Box & Veneer Company.....	40	2
Park.....	Alger Shingle Company	20	3
Point Roberts...	George & Barker Salmon Packers Co.....	79	4
Pe Ell.....	Yoemans Lumber Company	58	3
Pechastin.....	Peshastin		
	Peshastin Saw Mill & Box Factory.....	8	1
Quilcene.....	Green Mill Company	14	3
Renton.....	May Creek Shingle Company	5	1
Roche Harbor...	Tacoma & Roche Harbor Lime Company...	10	3
Raymond.....	Case Shingle & Lumber Company.....	80	3
	Willapa Lumber Company	160	3
	Siler Mill Company	125	3
	Raymond Lumber Company	125	3
	Cram Lumber Company	100	3
Rainier.....	Lindstrom & Handforth Lumber Company	22	3
Roslyn.....	Roslyn Lumber Company	10	3
Seattle.....	Gould Lumber Company	102	3
	Canal Lumber Company	135	3
	Western Mills	24	3
	Washington Iron Works	250	3
	Newell Mill & Lumber Company.....	59	3
	Balcom Mills	70	3
	J. W. McDonnell Lumber Company.....	65	3
	Seattle Boiler Works	10	3
	Motor Shingle Company	25	3
	Seattle Cedar Lumber Company.....	197	3
	Stimpson Mill Company	154	3
	Seattle Brewing & Malting Company.....	382	3
	Archer Blower & Pipe Company.....	12	3
	Pacific Wire & Plating Works.....	20	3
	Kellogg & Sons	10	2
	Independent Brewing Company	40	4
	Broderick & Bascom Rope Company.....	40	3
	Pacific Coast Stamp Works.....	16	3
	King & Wing	11	2
	Elliott Bay Yacht & Engine Company....	12	2
	Seattle Mill Mfg. Company	197	3
	Pacific Coast Pipe Company.....	23	3
	Bailey-Debois Door Mfg. Company.....	20	1
	Bryant Lumber & Shingle Company.....	227	3
	Phoenix Shingle Company.....	111	3
	Western Iron Works	18	2
	Seattle Brass Company	6	3
	Seattle-Renton & Southern Ry. Company..	24	4
	Chas. H. Lilly Company.....	150	5
	Commercial Boiler Works	75	3
	Washington Broom & Wooden Ware Co...	40	3
	Washington Shoe Mfg. Company.....	110	4
	Turgeon-Comrade Shingle Company.....	23	3
	Burke & King Shingle Company.....	20	2

<i>Location</i>	<i>Name of Firm</i>	<i>Number Men Employed</i>	<i>Number Committee- men</i>
Seattle (Cont.)	Seattle Box Company	13	3
	C. J. Young	7	2
	Great Northern Smelting & Refining Co..	12	1
	Dungeness Logging Company	50	3
	Union Machinery & Supply Company.....	45	3
	Hofus Steel and Equipment Company....	80	3
	Washington Saw Company	25	3
	Bullders Brick Company.....	10	3
	Barrett Manufacturing Company	8	3
	Lake Union Shingle Company	5	1
	Pacific Ammonia & Chemical Company....	3	3
	Beardslee-Graham Show Case Company..	12	2
	Lake Union Brick Company.....	26	3
	Issaacson Company	7	2
	Queen City Machine Works.....	5	1
	Heffernan Engine Works.....	40	3
	Eagle Brass Works	5	1
	Seattle Pattern & Model Works.....	4	1
	American Iron & Wire Works.....	11	3
	Seattle Construction & Dry Dock Co.....	1,285	3
	Schwager-Nettleton Mills	150	3
	Seattle-Astoria Iron Works	85	3
	Seattle Machine Works	30	3
	Smith Cannery Machine Company.....	25	3
	Vulcan Iron Works	200	3
	Jos. Mayer & Bros.	202	3
	Enterprise Brass Foundry	6	3
	Puget Sound T. L. & Power Company....	218	3
	Blegert Machine Works	5	3
	Hendricks Manufacturing Company	8	3
	Fraser Pattern Works	5	3
	Puget Sound Machinery Depot	35	3
	Marine Pipe & Machine Works.....	4	3
	Standard Pattern Works	5	3
	Hutton Machine Works	6	3
	Wright & Smith Machine Works.....	10	3
	Bemis Bros. Bag Company.....	100	4
	Edberg-Burgeson Company	12	3
Stanwood	Avondale Shingle & Lumber Company....	9	2
	H. T. H. Shingle Company.....	4	2
	Stanwood Lumber Company	40	3
	Cedarhome Lumber Company	10	3
	T. J. Levison	7	3
	Sjolander Mill Company	10	3
Sultan	Triangle Shingle Company	16	3
	Sultan Lumber Company	30	3
Sedro Woolley	Sedro Woolley Iron Works	20	3
Sauk	Sauk Shingle Company.....	23	3
Sequim	Riverside Lumber Company	4	3
	J. R. Long	6	3
	Sequim Shingle Company	10	2
Selleck	Pacific States Lumber Company	40	3
Snohomish	Cascade Lumber & Shingle Company.....	220	6
	French Creek Shingle Company.....	9	2

<i>Location</i>	<i>Name of Firm</i>	<i>Number Men Employed</i>	<i>Number Committee- men</i>
Strandell.....	Everson Lumber Company	8	3
South Bend....	Kleeb Lumber Company	195	3
	Nema Improvement Company	18	3
Stearnsville.....	Stevens Lumber & Shingle Company.....	23	3
Spokane.....	National Iron Works	6	3
	Spokane Wood Working Company.....	5	2
	Washington Mill Company	142	3
	Union Iron Works	98	3
	McGoldrick Lumber Company	53	3
	Spokane Ornamental Iron & Wire Works.	32	3
	Spokane International Ry. Company	22	3
	Phoenix Lumber Company	65	3
	White Pine Sash Company.....	90	3
	International Portland Cement Company.	65	3
	Spokane Casket Company.....	12	3
	Spokane Sash & Door Company.....	40	3
	C. F. Massey & Company.....	15	3
	Inland Box Mfg. Company	3	2
	National Iron Works.....	30	3
	Washington Water Power Company	145	3
	Spokane Paint & Oil Company	15	2
	Exchange Lumber Company	23	2
	Inland Casket Company	9	2
	King Sash, Door & Lumber Company....	40	5
	Western Wood Preserving Company.....	12	2
	Pioneer Lumber & Mfg. Company.....	10	3
	Phoenix Lumber Company.....	21	2
	Inland Empire Paper Company.....	200	5
	Northern Lumber Company	3	2
	Crescent Woodenware & Box Mfg. Co....	15	2
	Hedlund Box & Shingle Company.....	4	3
Springdale.....	Phoenix Lumber Company	25	3
Scotia.....	Grahams Mill	18	2
	Spokane Lumber Company	15	3
Tacoma.....	Puget Sound Iron & Steel Works.....	140	3
	Washington Manufacturing Company....	70	3
	Tacoma Fir Door Company.....	62	3
	Pacific Brewing & Malting Company.....	100	3
	St. Paul & Tacoma Lumber Company....	210	3
	Tacoma Railway & Power Company.....	129	3
	North Western Wooden Ware Company..	35	3
	Willamette Casket Company	120	3
	Stilson-Kellogg Shoe Company	30	3
	Chicago, Milwaukee & Puget Sound Ry. Co.	400	6
	Buffelen Lumber & Mfg. Company.....	60	3
	Puget Sound Lumber Company.....	65	3
	Griffin Wheel Company	130	3
	Vermont Marble Company	55	3
	F. S. Harmon & Company.....	54	1
	Olympic Foundry & Machine Works.....	10	3
	Lister Manufacturing Company	25	2
	Interior Finish Mfg. Company.....	5	2
	Globe Iron Works	8	2
	West Coast Wagon Company.....	18	3

<i>Location</i>	<i>Name of Firm</i>	<i>Number Men Employed</i>	<i>Number Committee- men</i>
Tacoma (Cont.)	Nickerson MacFarlane Machine Company	15	3
	Hicks & Bull Machine Company	5	1
	Tacoma Biscuit & Candy Company.....	135	3
	Northern Pickle Company	65	1
	Tacoma Millwork Supply Company.....	12	2
	Builders & Mfgs. Supply Company.....	8	2
	E. Miller Cornice & Roofing Company....	3	1
	Keystone Lumber Company	14	3
	Lindstrum-Berg Cabinet Works.....	5	1
	West Coast Chair Company.....	17	2
	Carman Manufacturing Company	35	3
	Pacific Shingle Company	20	3
	Pacific Coast Gypsum Company.....	24	3
	Washington Machinery Depot	15	3
	Tacoma Ornamental Iron Works.....	10	2
	Pioneer Stove & Stamping Company....	6	2
	Washington Pipe & Foundry Company...	12	3
	Tacoma Cabinet Works	3	1
	Tacoma Foundry & Machine Company...	10	1
	Walstad Mch. & Electric Company.....	3	3
	Wheeler-Osgood Company	70	6
	Dempsey Mill Company	139	5
	Peterman Manufacturing Company	60	3
	East Tacoma Manufacturing Company...	15	2
	Tacoma Smelter Company	550	8
	American Wood Pipe Company.....	17	2
	North End Lumber Company	44	3
	Midland Lumber & Investment Company.	40	3
	Hague Box & Lumber Company	30	3
	Pacific Boiler Works	5	3
	Auto Marine Engine Works	3	1
	Coast Iron & Machine Works.....	5	2
South Tacoma ...	Addison-Hill Lumber Company	54	3
Three Lakes	Three Lakes Lumber Company	94	3
Tenino	Mutual Lumber Company	65	3
	Tenino Mill Company	25	3
	Blumauer Lumber Company	24	3
Tumwater	Tumwater Lumber Company.....	9	2
Wickersham	Wickersham Shingle Company	16	3
	Wickersham Lumber Company	25	3
Walla Walla	Whitehouse-Crawford Company	20	3
	Electric Planing Mill	7	2
	Walla Walla Lumber Company.....	9	2
Wenatchee	Smith & Compton	16	4
	Cannon Mill Company	4	1
	Landrith Bros. Lumber Company	7	2
	Wenatchee Wood Working Mill.....	3	1
Totals.....		25,722	1,285

423 firms having 25,722 employees, of which 1,285 are committeemen.

In this way, then, the campaign is gaining great headway.
That it is arousing much interest among the workers as well

as among the employers is evidenced by the many letters received by the Bureau, in one of which, from A. H. Garrison, secretary of the United Metal Trades Association of the Pacific Coast, it was said:

"After a careful study of the shop safety committee problem, I have come to the conclusion that it is one of the best pieces of work accomplished by the State Labor Commissioner this year.

"Reports which I have received from our members show almost conclusively that those interested are working for the best interest of everyone concerned. It is drawing the employer and employe closer together and, while we have no statistics for comparison, I believe that accidents have been reduced. We note in one of our reports that 'the committee meets every Monday afternoon to discuss improvements, etc.,' in another that 'recommendations have been made and carried out and that the employes are interested'; another states that 'the safety committee in their shop has proven entirely satisfactorily,' and another that they believe 'state organization under the supervision of the state department of labor and shop-owners jointly' would bring about greater harmony between employer and employes.

"We are now, I believe, in the midst of an epoch-making period, which will go down in history as one of the greatest movements of the century, and the men engaged in the safety-first and shop-safety committee movement are dedicating to the workingman a humanitarian purpose that will call for the admiration and respect of all mankind. The safety-first movement, built up and operated by the industries and supervised by the government, will stand the test and bring to the workingman a stronger sense of his duty and to the employer the realization of his responsibility, and will decrease to some extent the unrest that now prevails."

Though the movement is hardly more than started, though it is still pioneering and must continue to do so for a time for the field is so new, it seems already to be reaching a good measure of the results for which it is designed. Its actual worth, therefore, is now proved; henceforth its benefits should constantly grow.

In order to give an idea of the limited scope of the factory inspection law, outside of which the Bureau of Labor has no jurisdiction, the following table clearly illustrates the situation. The figures were obtained under normal conditions, and show that in the 1910 plants in operation at the time of the survey, there were a total of 55,300 employes, both male and female, this being only a trifle more than 31 per cent of the total number

of persons covered by industrial insurance under the Workman's Compensation Act, which covers approximately 176,000 industrial workers.

**NUMBER OF EMPLOYES OF MILLS, FACTORIES AND WORKSHOPS COVERED BY FACTORY INSPECTION
IN WASHINGTON.**

PLANTS	Number of plants	NUMBER OF EMPLOYES		
		Male	Female	Oriental Male and female
Shingle mill	298	5,082	.....	40
Saw and planing mill.....	374	12,981	.....	873
Saw, planing and shingle mill.....	46	2,423	.....	215
Woodworking plants, sash and door factories...	141	3,715	70	25
Machine shops	166	2,977	.....	30
Miscellaneous shops	123	5,103	10	15
Brick and tile plants.....	29	1,086	.....	.....
Electric and steam power plants.....	74	500	.....	.....
Laundries and dye works.....	159	848	2,153	122
Breweries and bottling works.....	29	905	4	10
Flour and feed mills.....	82	1,323	34	.....
Food stuffs manufactories.....	22	517	645	.....
Canneries and packing plants.....	57	2,614	1,333	310
Printing establishments	55	1,046	248	4
Miscellaneous	256	6,258	1,346	45
Totals.....	1,910	47,263	5,848	2,189

**THE EMPLOYMENT AGENCY
QUESTION**

The Employment Agency Question.

The initiative measure prepared for submission to the people this year, providing for the abolition of all private employment agencies in this state, makes the employment agency question one of particular interest. As experience in this and other states shows, there are two ways of handling it: either strict state supervision and regulation of the private agencies, or the establishment of an efficient state free employment agency system with branches throughout the state, directed and managed by the state. There are so many abuses perpetrated by some private employment agencies that some improvement, voluntary or enforced, is necessary and will doubtless be welcomed by those agencies doing a legitimate business; there would be so much expense attached to the establishment of an efficient system of state free employment bureaus that there is a question whether the people would want to foot the bill, consequently involving the further question whether the employer and employe directly benefited should not both be assessed a small amount for the service given, to maintain the system. In either case, there is room for much argument and a wide difference of opinion. Certain municipalities in this state have attempted to regulate the private agencies and have found it unsatisfactory. Yet to do away entirely with any employment agency system is liable to give rise to a greater problem and may result in bringing into this state, through private agencies in neighboring states patronized by local employers for lack of a system here, many laborers for work in this state for which there is an abundant labor supply already here if the jobs and the men were but brought together. Some means, of course, is necessary to enable employers to get the workmen they need and the unemployed to get jobs, and when there is no such means the employe suffers more than the employer, for the latter can resort to the agencies operating in other states and through them get the help he needs.

The question of regulating private agencies is, of course, a difficult one. The National Association of Commissioners of Labor recently attempted to prepare a bill conforming with the ideas of its members, but even the committee appointed to draft the proposed measure failed to agree, though one of its members did prepare a bill, copies of which he sent to all of the Commissioners of Labor. This provided for the licensing of every person, firm or corporation operating a private agency, on a fee of \$100.00 a year, covered by a surety bond in the penal sum of \$1,000.00 to be approved by the Commissioner. The latter was to be given authority to revoke licenses upon a full hearing, for violations; every licensed agency was to be compelled to keep registers giving information concerning persons seeking employment or employees, to give receipts to all applicants whose wants were satisfied, and were not to be permitted to charge a registration fee nor more than 5 per cent of the first month's wages as a fee for getting a man a job, when he was to be employed for a month or more, and not more than one dollar in other cases, no charge to be made against both the employer and the employe. Penalties for "splitting fees" were provided and other penalties for violations of the act or ruling made by the Commissioner under it, and in all particulars it was designed to provide a rigorous supervision of the private offices, based on five years' experience with the employment agency problem.

In preparation for congressional action on this same subject, the United States Commission on Industrial Relations has prepared some tentative proposals on the question of public and private employment agencies, outlining a plan for the establishment of a national bureau of labor exchanges in connection with the federal Department of Labor, in charge of a director and advisory council, with the central office in Washington, D. C., and branch offices wherever found necessary throughout the United States. Among the duties proposed for such a bureau are:

"To collect and furnish information regarding employers seeking employes and working people seeking employment, to make known the

opportunities for self-employment in the United States, and to do everything that is possible to aid in securing the fullest application of the labor force of the country.

"To distribute information regarding the state of the labor market in the form of bulletins, maps, reports and in such other ways that may be desirable, and to prevent and prohibit the circulation of false, inaccurate, or misleading information regarding labor-market conditions.

"To license, supervise, regulate, and inspect private employment offices operating among the states, and to make rules and regulations for the conduct of the business of employment agents and to classify the business and to make different rules for different classes of agents.

"To establish and conduct free public employment offices and also clearing-houses for both public and private employment offices; to take over any employment offices that are now or may hereafter be established, by agreement with the authorities or persons by whom the offices are maintained, and to enter into agreements with federal, state and local authorities for the purpose of jointly conducting public employment offices.

"To improve the efficiency of public employment offices—municipal, state, and federal—to standardize the work and promote uniform methods of doing business in such employment offices, to secure cooperation and close connection and interchange of information among such offices, to assist and to co-operate with all public authorities maintaining employment offices.

"To make rules and regulations for the management of public employment offices, and to get local and state authorities to adopt the same or similar regulations."

The plan proposed, it is quite evident, is very comprehensive and contemplates the establishment of uniform offices throughout the country, clearing houses in districts composed of related states, and a national bureau as the fountain-head toward which all the information, analysis and reports of conditions would go. The Commission proposes very strict regulation of private agencies, those doing an interstate business being required to put up a bond of \$1,000.00 for a license and to be subjected to close supervision. As far as public employment offices established under the proposed act are concerned, the superintendents are to be given authority to solicit business personally, by advertising or otherwise, to register all applicants, to make daily reports to the clearing houses in their respective districts, and to cooperate with all the other offices. The report outlining the plan says: "The jurisdiction of the

Bureau should be clearly stated over all private employment agents doing an interstate business, or procuring employes for interstate shipment. The Bureau would, of course, have jurisdiction over the employment offices maintained by the Bureau itself or jointly with other authorities. In addition it should endeavor to have the state and municipal officers cooperate with it so as practically to give it jurisdiction over all employment offices in the country—public or private.” That statement is so clear that it needs no further explanation.

When it comes to considering the establishment of a system of free public employment offices in this state, under the direction of some central authority and supervised by the state and not the municipalities, very likely superseding whatever of the latter there are at present, one is confronted with a host of conflicting questions and the magnitude of the detail, work and expense connected with establishing such a system on the proper, efficient basis upon which it must be maintained if it is to be worth anything at all, raises the question of advisability, as previously stated. Practically everyone realizes that most free employment offices in this state or other states, where private agencies are also operating, cut a very small figure, in most cases being a negligible factor in supplying the demand of the labor market. As W. F. Houk, Commissioner of Labor for the state of Minnesota, put it in response to an inquiry from this Bureau, “the free agencies at the present time are visited by a very poor class of labor and the less desirable class of employers, but we believe that this is due to the inefficiency of the public offices and the manner in which they are conducted, rather than to any inherent defect in them.” And what is true of Minnesota is true to a very large extent of the municipal free employment offices in this state and might easily be true of a poorly managed state system, and yet, despite these facts, Mr. Houk says, “We feel that the eventual solution of the employment problem, so far as employment offices are concerned, is the elimination of private offices from the field entirely or else the reduction of those private offices to simply parts of a state-ad-

ministered system." And he adds a little later: "We have both private and state agencies in this state. The state offices do not handle much work of a permanent character. They principally give out casual labor jobs. On the whole, the private offices handle the major portion of the employment business.

"We are going to advocate state licensing of private agencies with strict regulation," he concludes, "as a stepping-stone in the direction of an adequate state system of employment agencies to be obtained some time in the future."

From Mr. Houk's forthcoming biennial report we quote the following discussion of the employment problem, from an advanced copy he kindly furnished this Bureau:

"But even if the private agencies did not stoop to unfair and dishonorable practices, it is apparent upon a little reflection that the fundamental need in the organization of the labor market—a central clearing-house where every demand for work can be brought into touch with its corresponding demand for help—cannot be provided by the private agencies. There should be one central clearing-house with which every local labor agency would be affiliated and to which every local agency would send every unsatisfied demand for labor or for help, and which could shift orders from one local agency to another and thus give every applicant the highest possible number of chances of having his needs supplied. The larger the number of offices in existence, unless they are parts of a unified system, the more disorganized the labor market is and the greater the chances are that when a man applies for a given kind of work he will not get his job because the employer offering that kind of work has filed his application at some other agency. Within each state there should be a single system of employment offices to which all offers of employment and all requests for work would be brought, and through which each employer and each workman would have the maximum opportunity of having his needs supplied. These state systems should be, and in time will be, co-ordinated into a national system of employment offices supervised by a central office established by the federal government, which would have jurisdiction over and assist in the interstate shipment of labor.

"We are frank to state that our state offices have in the past been as open to criticism as the private offices, though their fault has been a failure to take full advantage of their opportunity of service and not, as in the case of the private agencies, dishonorable practices. In other words, they have been inefficient. * * * In the past the offices have catered altogether too much to casual labor. A considerable proportion of those who apply for work have been the casual laborers and riff-raff of the cities—many of them unsteady and almost 'down and out.' They

are the sort of men who work only when circumstances force them to and who are looking for short jobs, not for steady work. Neither have the employers who have patronized the offices been, on the whole, the class looking for 'permanent' employes but those looking for handy men for odd jobs. Occasionally a manufacturer or contractor or other employer has come looking for regular employes, but on the whole these have patronized the private agencies except when looking for men for a day or two's work or when the private offices could not fill their orders."

Therein is told Minnesota's experience with her state free employment offices, operating, of course, in competition with the private agencies as do the present municipal offices in this state. But Mr. Houk is not discouraged. "A careful investigation of the state offices made during the past year," his forthcoming report says in one place, "has uncovered their various defects and we have perfected a scheme of re-organization that will, we believe, make the offices a credit to the state and a source of widespread benefit." Then, in concluding this section of his report, he says, "We believe that we now understand what is necessary to be done in order to make highly efficient business offices that will so organize the Minnesota labor market so as to reduce unemployment, decrease the suffering of the unemployed, and enable employers to get men more quickly and more satisfactorily. The carrying out of the detailed plans now prepared depends fundamentally upon the legislature providing a state superintendent and giving this department power to license and adequately regulate the private employment offices."

Kansas' experience with the free employment bureau maintained by the state, however, has been entirely different from Minnesota's, witnessed by the statement of W. L. O'Brien, Commissioner of Labor and Industry for that state, that "both employers and laborers who have used the free employment bureau agree that it fills the needs more satisfactorily than private agencies. The feeling of acceptance of charity does not tend to keep laborers from asking the assistance of the bureau," he adds, "although it may do so with some classes of skilled workmen and clerical help." His letter, answering inquiries from this Bureau, opens with the significant statement that "it has

always been found very beneficial although it has always been hampered by lack of funds to properly conduct branch bureaus in the larger cities of the state.

"City officials designated as representatives of the state do not work as satisfactorily as representatives selected by this department," he continues in response to a question on that point. "The free bureau places more people than all the private agencies in Kansas. In our judgment state free bureaus and strict regulation of private agencies is now practical, although the free bureaus should in time supplant the private agencies."

Section 1 of the Kansas law regulating private agencies, adopted in 1911, reads as follows:

"That no person, firm or corporation of this state shall open, operate and maintain an employment agency or office to furnish to employers persons seeking to be engaged in manual labor, clerical, industrial, commercial or business pursuits, and to secure employment for such described persons or where a fee, commission or other consideration is charged or exacted or received from either applicants for employment or for help, without first obtaining a license for the same from the director of the State Free Employment Bureau. The uniform fee for such license in cities of twenty thousand inhabitants and over shall be twenty-five dollars per annum, and, in cities containing less than twenty thousand inhabitants, ten dollars per annum."

Accompanying this license, the law provides, there must be a bond in the penal sum of \$500.00. The director is authorized to bring suit for violations and to revoke licenses after a fair hearing. Each agency is required to keep a register, is not permitted to charge a registration fee of more than one dollar unless the wages later received are more than \$3.00 a day, when not more than \$2.00 can be charged, and is prohibited from publishing false or fraudulent notices or advertising. A fine of from \$50.00 to \$100.00 or imprisonment in the county jail for not more than six months, is provided for those convicted of violating the law.

One feature of the Kansas law and one that should be incorporated in a Washington law, if any be passed, is that which prevents some company employing a man at \$50.00 a month,

say, advancing him capital enough to start up a little cigar store or something of the kind, and subsidizing him to the amount of \$50.00 each month, in return for which he sends the company men as employees. Under the ordinary law regulating private agencies, such enterprises would be exempt from the operation of the statutes for no fee is charged the men for giving them a job, but section 1 of the Kansas law seems to cover this contingency satisfactorily. This is something that must be kept in mind in framing a Washington law, for there are now several such enterprises in the Gray's Harbor country, maintained by large logging companies, and it is not at all unlikely that more will spring up if all private agencies where fees are charged, are abolished.

The situation in Minnesota and Kansas has been discussed at this length because the latest and most complete information the Bureau has been able to obtain concerning conditions in other states came from these two. Quite a few of the states maintain free employment offices and in several these have attained considerable proportions and efficiency, and it may be that a more complete investigation and comparison of the conditions in the different states, including a study of the various plans under which they are operated, should be undertaken in order to propose to the people of this state as satisfactory an answer as possible to this vexing question.

As a matter of fact, the superintendents of the three largest public employment offices in this state, those maintained by Seattle, Tacoma and Spokane, heartily favor the establishment of a state system, to be operated either absolutely free or for a merely nominal fee in all except obviously charitable cases, to assist in its maintenance. These men, coming in daily contact with employment problems, knowing the rise and fall in the demand, and becoming acquainted with the methods pursued by some private agencies, unequivocally expressed the opinion, in response to a letter of inquiry from the Bureau, that the needs of the laboring men of the state would be better served by the maintenance of a state system.

The following letter from W. D. Wheaton, labor agent for the City of Spokane, is in point:

REPORT OF MUNICIPAL FREE EMPLOYMENT BUREAU,
CITY OF SPOKANE.

SPOKANE, WN., August 19, 1914.

E. W. Olson, Esq., Bureau of Labor, Olympia, Wash.

Replying to yours of the 17th inst.:

The complaint against the private office is almost universal. The experience of this office is that private agencies charge all that the traffic will bear and that in hard times, when work is scarce and the worker poverty stricken, the fee is placed so high as to be almost prohibitive, and the agencies take longer chances, sometimes sending men on only a rumor, depending on their financial straits to make it impossible to return.

The fees charged run from \$1.00 for the poorest job of uncertain duration to as high as 10 per cent. of the first year's salary in educational lines, and 30 per cent. of the first month's salary in office or mercantile lines. Most of the agencies catering to the better class of positions charge a registration fee which is worked to the limit—or rather without limit. Advertisements for attractive positions are placed with the newspapers and registration is made of all that apply, irrespective of whether the position has been filled or not, and generally at a fee of \$2.00 or more. This registration fee is always followed by a percentage of the earnings when a position is secured, but only a small proportion of those registering are placed in positions.

The average charge per position in all agencies will run high, and yet the applicant cannot have a feeling of security in the position obtained for the reason that the great majority of private agencies are primarily interested in the fee and are not as careful in placing applicants as they would be did the possibility of another fee not exist.

In contrast with the public agency: No fee is charged; there is not the incentive to place unsatisfactory help—to the contrary, the public agency is interested in placing applicants permanently. The business of the public agency is handled at the minimum of expense; there is not the demoralization of department heads that exists in cases where a split of fee is made—and fees are split between private agencies and responsible heads of large employers, though this is hard to prove from the very nature of the case.

The experience of the Spokane Municipal Employment office is that it would probably be advisable to charge a small fee for employment through public offices, thus relieving the taxpayer of added burden. A maximum fee of 30 to 35 cents should be sufficient and it should be subject to regulation in the several offices, thus permitting a reduction in times when a surplus is accumulated. This fee should be high

enough to cover the expense of handling all charitable cases or there should be some other feature included for handling such, of which there will necessarily be a considerable number. The experience of this office is that workers are willing to bear the expense incident to the operation of public offices.

During the year 1913 the Spokane office was operated at an expense of \$0.354 and this includes an expense of regulating private agencies and other work foreign to a public employment office approximating about one-third of the expense, bringing the actual expense of operation to about 23 cents per position. During the year more business could have been handled without added cost.

During the year 1914 the cost has been materially decreased. The first seven months show 3,681 applicants placed at a total cost of \$1,250, or 33.9 cents, and approximately 50 per cent. of this cost is due to the regulation of private agencies, equipment for the full year, and work foreign to the legitimate cost of operation of public agencies, bringing the actual cost per job to about 17 cents. With present facilities and no added cost this office could handle from 50 to 75 per cent. more business had we the orders.

A comparison as to the business of the Spokane office this year with that of 1913 would be unfair, as, in consequence of the business depression, private agencies are doing only a small percentage of the business handled last year, and, calculating from this basis, the business of the public employment office should show a decrease. In spite of the existence of these conditions, the public office shows a material increase—3,681 as against 2,216—for the first seven months of the year. Harvest calls are largely decreased in all agencies, owing to two causes: (1) the fact that large numbers of people have flocked to the country in quest of work; and (2) owing to the large number of fires attributed to workers the farmers are afraid to send for men and so far as possible are hiring only men who have worked in their neighborhood in the past.

On the other hand the expense of regulating private agencies has increased. This is attributable to several causes: Many agencies seem to take longer chances in times of depression, or send men to positions that would not be considered in good times. Popular discontent makes many men return. After a period of idleness men seem harder to satisfy and more suspicious of those about them, often resulting in a cessation of work and complaint when this would not have occurred in normal times.

The Spokane office has experienced nearly the entire gamut of complaints against private agencies. It is a matter of record in this city that, previous to the introduction of the present system, one man was forced to buy the same position from the same agency 14 times in one year. This office is also familiar with a case where an agency did a thriving business on the electric railroad, one of the partners posing as a foreman and meeting the men to take up their employ-

ment tickets and send them out of sight while he made his getaway. There is also record of an agency which, by corrupting a city labor agent and through his collusion, did a large business in sending men to a woods position, their complaints being rejected on their return and protesting to him.

The experiences met with in this office lead to the belief that employment can be handled through the public agency at a small cost; that better results will be obtained in satisfactory employment; that the expense incident to supervision over private agencies will be done away with, and that all the abuse and corruption common to the private agencies will be dispensed with.

The above, I believe, summarizes the history of this office extending over a considerable period and if additional data is desired it will be cheerfully furnished. Respectfully,

W. D. WHEATON, *Labor Agent.*

J. G. Horne, superintendent of Tacoma's free employment bureau, is even more emphatic, if that is possible. Answering the Bureau's inquiry, he said:

REPORT OF FREE EMPLOYMENT BUREAU OF THE
CITY OF TACOMA.

TACOMA, WASH., Sept. 10, 1914.

Mr. E. W. Olson, Commissioner of Labor, Olympia, Wash.

DEAR SIR: I herewith enclose yearly reports for 1913 and 1912 as per your request.

The cost of our office has been a small per cent. over nineteen cents per job. This we consider reasonable, as this office has also to look after the work of the city labor commission and to adjust the difficulties arising from the private employment offices.

I think that our state, which is always in the front rank of advancement for the benefit of its people, should, through the next legislature, pass laws establishing state free employment bureaus. Of course there will be many objections to such a plan, but through my work and experience with the free offices I know they can and will be made a success.

The cost of maintaining them will be the cry put before the people. For this there is no reason for alarm. If the pay offices are abolished, the larger corporations and employers will put themselves on their own resources, as many are already, by having their own employment departments free for employees. The logging and railroad camps, all other construction camps and mills will improve conditions so labor can be held, and the constant moving of labor will be greatly checked by these better conditions. It is a matter of fact that labor must move to make business for the pay offices, and the more the laborer moves

or is made to move, the larger will be the dividends to the parties interested in the labor traffic.

Another objection will be advanced against the free offices—their inefficiency to handle different classes of labor, like the pay offices. This is a farce. The free bureaus can be made as efficient as any and surely will be more honest. They should, however, be conducted strictly outside of politics and those handling them should be men of large experience with men and labor conditions.

If the free employment offices are handled by the state, they will be a great help to the labor department of the state, while through their cooperation labor can be readily kept track of and points needing laborers can be more readily served. Wage troubles can also be handled by these bureaus and the statistics of labor over the state can be gotten more correctly.

The best feature of all, however, is that they will save thousands of dollars to those depending on work and will benefit the employer by giving him a more satisfied class of labor, labor that will look more after the interest of the employer, because the laborer then will be confident he can hold his job if he makes good and will know that he is not being trafficked in by a lot of unscrupulous men. Then all the difficulties met by the state and city labor commissioners and the complaints to the prosecuting attorneys and the police authorities about false statements and fake jobs will cease and in this way, also, a countless expense.

Hoping that our next legislature will see fit to place this state in the advance guard of this movement, I remain, yours respectfully,

J. G. HORNE, *Superintendent.*

**YEARLY REPORT OF THE TACOMA CITY FREE EMPLOYMENT
BUREAU, 1912.**

<i>Class of Labor</i>	<i>Sent Out</i>	<i>Class of Labor</i>	<i>Sent Out</i>
Bakers	2	Longshore	1,406
Berry pickers	218	Lumbermen	898
Blacksmiths	8	Machinists	13
Blacksmith helpers	6	Machinist helpers	6
Boilermakers	12	Masons	7
Boilermaker helpers	6	Mason helpers	7
Carpenters	329	Miners	37
Carpenter helpers	73	Nurses	6
Cement workers	552	Packing houses	13
Clerks and delivery boys....	10	Painters	35
Cooks	46	Piledriver men	3
Coremakers	2	Pipefitters	5
Corkers	1	Porters	27
Deckhands	250	Railroad laborers	712
Distributors	33	Railroad men	12
Engineers	20	Sailors	50
Electricians	1	Shinglers	5
Farms	132	Shingle mills	3
Firemen	72	Shoemakers	1
Garages	7	Stables	12
Gardeners	61	Steel workers	2
Housemen	1,400	Teamsters	132
Hop pickers	21	Theaters	77
Hospitals	6	Tiemakers	11
Janitors	38	Tinsmiths	5
Kitchen help	256	Walters	20
Laborers	8,818	Welldiggers	18
Laundries	2	Woodchoppers	18
Linemen	7	WOMEN—(No classified rec-	
Loggers	489	ords for this year).....	437

Total sent out—

Men	16,586
Women	437

Grand total	17,023
Applications not filled.....	4,319
Expense of office for the year.....	\$3,313.67

**YEARLY REPORT OF THE TACOMA CITY FREE EMPLOYMENT
BUREAU, 1913.**

<i>Class of Labor</i>	<i>Sent Out</i>	<i>Class of Labor</i>	<i>Sent Out</i>
Auto repairer	1	Mason tender	1
Baker helpers	9	Nurses	1
Blacksmiths	10	Porters	67
Blacksmith helpers	7	Painters	20
Berry pickers	536	Pilecutters	2
Cannerles	16	Pipefitters	1
Carpenters	162	Railroad laborers	1,491
Carpenter helpers	20	Sailors	56
Car repairers .....	.....	Shinglers	6
Inspectors	21	Shinglebolt-cutters	5
Cement finishers	1	Shingle mills	4
Cement workers	396	Shingle-packers	1
Coal passers	3	Stables and garages.....	8
Cooks	50	Solicitors	7
Deckhands	256	Teamsters	63
Distributors	56	Tiemakers	16
Engineers	10	Theaters	42
Elevator boy	1	Telegraph line workers....	48
Factories	6	Upholsterer	2
Farms and dairies.....	114	U. S. Reclamation work....	6
Firemen	46	Sand hogs	5
Gardners	54	Stores and delivery boys...	8
Hospitals	4	Walters	8
Hotel manager	1	Watchmen	4
Hop pickers	44	Welldiggers	3
Housemen	2,819	Woodcutters	50
Janitors	28	WOMEN—	
Kitchen help	284	Cooks	33
Laborers (common)	8,381	Chambermaids	67
Loggers	55	Day work	91
Lumbermen	859	General housework	145
Longshoremen	529	Hotelkeeper	1
Machinists	3	Hospitals	3
Machinist helpers	1	Housekeepers	22
Millwrights	1	Nurses	5
Mattressmakers	2	Kitchen help	20
Mill machine men.....	6	Factories	2
Masons and bricklayers....	3	Waitresses	38

Total sent out—

Men	16,721
Women	426

Grand total	17,147
Applications not filled.....	2,005
Expense of office for the year.....	\$3,445.95

With the remark in the letter that the Bureau would "doubtless be called upon to shape legislation and to organize public employment offices at the principal centers of the state during the coming year," A. H. Grout, Labor Commissioner of the city of Seattle, expressed his hearty approval of the establishment of a state system, in the following letter, dated September 14, 1914:

REPORT FROM DEPARTMENT OF CIVIL SERVICE,
CITY OF SEATTLE.

September 14, 1914.

Hon. E. W. Olson, State Labor Commissioner, Olympia, Wash.

DEAR SIR: Answering your favor of the 17th ult., which has been deferred on account of my absence from the city, I take pleasure in submitting the following:

The matter of the regulation of private employment agencies and the establishment of public employment offices has been much discussed in this state during the past few months. It was given emphasis during the recent sessions of the United States Commission on Industrial Relations, when, among other things, the question of private and public employment offices was discussed by witnesses.

It seems to me that there is no real justification for the existence of private employment agencies conducted for profit at the expense of the unemployed and the sooner we recognize this fact the sooner we will be able to materially relieve the condition of the unemployed and correct many of the abuses to which they are now subject. It is to be hoped that the initiative bill providing for the abolition of private employment agencies will be submitted to the electorate on November 3rd and that it will be carried by a decisive majority.

With this action taken it will be necessary to organize in the principal cities of the state public employment offices under state control and under the direction of the State Labor Commissioner or the head of the state department controlling all labor matters. They should be established in cities of 50,000 population or more with sufficient help to make each office effective. In case private employment agencies are not abolished, the superintendent of each state public office should have authority to adjust claims against private employment agencies in his immediate district.

The law creating public offices should provide for the cooperation of the superintendents of the various state offices and the coordination of their work so as to accomplish best results. The law creating these offices should be as simple as possible, leaving arrangement of details to the head of the department. Our experience has shown that an organic law which is explicit in detail does not as a rule operate as

well as one which is more elastic and leaves the details of management to an executive head.

In connection with this subject, allow me to recommend that the next legislature consider the advisability of uniting under one head all departments, bureaus or commissions that have to do with any phase of the labor problem. The duties of such a department would be the enforcement of the Industrial Insurance Law, the arbitration of labor disputes, the various investigations of labor conditions required by the state law, the conduct of a bureau of immigration, the conduct of public employment offices, the licensing and supervision of private employment agencies (unless they are by law abolished), the investigation of industrial opportunities, the dissemination of information regarding land suitable for agricultural settlement and all other matters relating to labor and capital. The state of Wisconsin may be referred to as one illustrating the idea of a single department having to do with all labor matters, and reports from that department indicate that the plan is working very successfully.

I would recommend that all employees of the Department of Labor be appointed after a competitive civil service examination as a means of securing competent help with a definitely established tenure of office. Your respectfully,

A. H. GROUT, *Labor Commissioner, City of Seattle.*

In another letter of the same date he furnished the following figures on the work performed during the first eight months of 1914 by the men's and the women's departments of the Seattle bureau, using them as the basis for further comment:

ORDERS FOR HELP.

<i>Month</i>	<i>Male</i>	<i>Female</i>	<i>Total</i>
January	989	389	1,378
February	865	370	1,235
March	1,101	492	1,593
April	1,595	527	2,122
May	1,365	495	1,860
June	1,379	508	1,887
July	2,075	503	2,578
August	1,961	451	2,412
Total	11,330	3,735	15,065
Monthly average	1,416	467	1,883

A comparison of these figures with those of the previous year shows a material reduction, which is accounted for by the statement that during last winter and spring there were many men who are usually employed, laid off by their employers and this number was largely increased by the arrival from Vancouver and Victoria of many others, who after their arrival were unable to return to British Columbia because of an emergency prohibitory act passed by the British

Columbia parliament. We, therefore, had on our hands probably 15,000 unemployed men whose presence created a problem for the solution of the local authorities. The city and county authorities made appropriations for the employment of hundreds of men for several weeks, giving preference to those having families dependent on them.

As spring advanced, the logging camps started and business generally became more active, although a large number of unemployed still remained and through persistent canvassing for employment reduced the necessity for the use of employment offices in bringing employer and laborer together. Later in the season, at the beginning of the European war, others were thrown out of employment, one company laying off as many as two hundred men.

In the month of March the city council authorized the employment of an assistant at the men's office, which will add much to the value of this office to employers, which will be apparent as business generally improves. While the Seattle offices are doing as well as could be expected under the circumstances, we anticipate that under state supervision they could be made to serve the public generally with greater satisfaction. Your respectfully,

A. H. GROUT, *Labor Commissioner, City of Seattle.*

Similarly, D. W. Lyman, assistant commissioner of the Seattle office, strongly favored the substitution of a state system for the present private agencies, voicing his opinion in the following portions of an interesting communication:

"It would seem to me that as each state is to a certain extent required to care for its workers, this responsibility could in a large measure be discharged and a vast public service be performed by a labor bureau of information, to be kept in touch with the different employment agencies where employment seekers are likely to congregate, the bureau affording the employer a means of filling his needs for help and publicity could be given them, with a plain statement of facts regarding the class of work, hours per day, wages, cost of board, duration of the job, the hospital fees, etc., etc. And right here I wish to express and to give emphasis to my aversion to the idea of this hospital fee, for in so many cases it is merely a pretext to take from the laborer his earnings, in amounts far in excess of any benefit the laborers as a class ever receive in return.

"It is proof of want of care on the part of the state for its workers that they are compelled to endure the wrong and injustice of having to pay the thousands they do each year, just for the privilege of working for some one who wants their services. We have in this city just now thirty-three private employment agencies, each of which pays office and telephone rent, light bills and clerk hire, and every dollar of this expense, besides the profits of the business, comes from the man who is looking for work, and while I have the greatest

respect for most of these men in that class of business, a certain number of them yield to the temptations of such business, such as arise when different firms see an opportunity to book a large order for men and in the resulting competition it becomes evident that by the usual method of an understanding with the man who places the order, or with the foreman on the job, it can be secured, each agent knowing that if he does not come to an understanding to act in collusion with the foreman, some other agent will. This feature the legitimate agent must always face.

"Just here I cite one instance that I personally investigated. A carpenter looking for work in this city, applied at a new building and was told that they were full handed. He came on down to the city and went to a private employment office and paid two dollars for a carpenter job. He was sent out to this same new building, went to work and stayed there about one week. He was then told he was not needed any longer, although the work was not completed. He asked the foreman what the trouble was and was told that no fault had been found with him but that the foreman had orders to lay off the help. He called at the same job the next day and found a new man in his place. There is no proof of fraud in this instance, but it has a very shady look.

"It would seem to me that any community that employs outside labor to any extent should have at least one place near the work where news could be had of what was needed in the way of men and word could also be sent to some of the points from which men might be had promptly, and so avoid a great deal of useless railroad fare to points where no men are wanted, either by reason of overcrowding or of lack of work.

"Such a system would enable the officials of cities where men gather in crowds to take steps to relieve overcrowding should work be found outside, without resorting to soup and bunk-houses, and it would be better for the men. Our city stockade for 'lazy husbands' has demonstrated that fact."

How large a business the present private employment agencies do can be imagined from the following tables compiled from monthly reports submitted by twenty-three different agencies in all parts of the state during the year 1913. These figures are notable as showing, even so far as this small number of agencies is concerned, the rise and fall in the demand for laborers at different times of the year, statistics which might be gathered far more effectively and comprehensively if the Bureau but had the proper authority. But from them it can be seen that the demand begins to increase along in April and

climbs steadily until it reaches its highest peak in July and stays at a fairly high level until October, when the winter's slump sets in, until the demand is lowest in December when these offices found jobs for a little more than one-third the number of workers as they had the previous July. Nothing could illustrate much more graphically the fluctuation in this state's labor market.

The following table, therefore, is highly instructive:

STATISTICS OF PRIVATE EMPLOYMENT BUREAUS, 1913.
Number of Applications by Employers for Help, Received and Filled, by Months.

CLASS OF LABOR	JANUARY		FEBRUARY		MARCH		APRIL		MAY		JUNE	
	Number received	Number filled	Number received	Number filled	Number received	Number filled	Number received	Number filled	Number received	Number filled	Number received	Number filled
MALE												
Skilled trades	218	176	152	146	291	284	308	272	308	295	164	145
Fremen	48	39	85	79	142	130	107	98	150	135	109	99
Engineers	1,108	1,108	1,005	995	1,802	1,747	1,801	1,679	1,417	1,292	1,077	983
Loggers	298	278	416	396	1,045	914	1,368	1,115	1,253	1,060	1,124	986
Lumber and shingle mills.....	58	47	57	56	99	95	128	123	125	120	109	106
Cooks in camps.....	60	59	107	108	178	173	192	188	944	987	165	156
Kitchen help in camps.....	1	1	488	156	105	89	394	270	129	76	118	82
Grading on roads.....	1,943	1,308	1,184	1,102	1,982	1,210	2,195	1,890	1,713	1,302	2,136	1,419
Railroad laborers.....	3	3	11	11	14	14	52	52	84	84	17	17
Fish canning.....	154	152	319	311	494	468	851	800	448	408	712	687
Farm and dairy.....												
Pickers (fruit, hops, etc.).....												
Harvest hands.....	89	86	22	23	73	68	189	102	871	345	302	260
Building laborers.....	1,027	1,008	1,061	1,050	2,048	1,853	2,035	2,191	2,781	2,465	3,068	2,890
Common laborers.....	738	713	417	327	465	384	575	491	544	451	610	459
Hotel and restaurant help.....	242	231	276	250	304	362	439	409	440	408	344	323
Housemen	394	402	367	313	708	573	942	623	784	665	756	610
Miscellaneous.....												
Totals.....	6,436	5,679	6,000	5,420	9,879	8,402	12,223	10,414	11,604	10,121	10,878	9,137
FEMALE												
Domestic—Permanent	78	64	79	59	104	87	126	99	118	86	126	99
Domestic—day work	58	53	29	27	49	44	69	64	116	106	149	140
Office help	18	12	13	11	13	12	3	3	17	7	12	3
Hotel and restaurant.....	97	89	154	109	117	102	171	130	161	142	188	168
Cooks (camps).....	4	4	9	9	12	10	15	15	16	18	21	13
Kitchen help (camps).....	3	2	2	2	4	4	2	1	3	2	2	2
Miscellaneous	6	4	13	11	13	7	6	5	10	10	12	10
Totals.....	264	235	299	228	317	266	389	316	441	365	505	430

STATISTICS OF PRIVATE EMPLOYMENT BUREAUS, 1913.
Number of Applications by Employers for Help, Received and Filled, by Months.

CLASS OF LABOR	JULY		AUGUST		SEPTEMBER		OCTOBER		NOVEMBER		DECEMBER	
	Number received	Number filled	Number received	Number filled	Number received	Number filled	Number received	Number filled	Number received	Number filled	Number received	Number filled
MALE												
Skilled trades	184	184	205	241	259	241	150	187	189	54	65	64
Women	186	180	201	141	184	141	101	94	55	58	33	30
Engineers	100	89	129	78	81	78	64	62			30	269
Loggers	1,718	1,680	1,686	1,817	1,855	1,817	1,106	1,188			272	108
Lumber and shingle mills	1,220	1,113	686	71	723	71	405	366	218	214	116	25
Cooks in camps	135	131	109	121	136	121	69	87	24	24	25	37
Kitchen help in camps	196	191	232	190	166	190	118	116	67	67	37	
Grading on roads	166	186	327	367	294	367	214	184	167	146		
Railroad laborers	2,090	1,786	2,393	2,446	2,446	2,106	2,239	2,086	947	902	617	615
Fish canning	24	22	59	11	11	11	12	12	5	5	29	29
Farm and dairy	879	863	877	860	823	814	696	609	272	268	144	144
Pickers (fruit, hops, etc.)	135	50	127	117	313	303	217	215	17	17		
Harvest hands	324	290	365	362	670	667	68	56				
Building laborers	327	253	1,076	274	278	274	143	159	63	65	98	98
Common laborers	3,720	2,605	2,465	2,684	3,011	2,684	2,061	1,897	1,295	1,244	1,116	1,102
Hotel and restaurant help	702	471	684	463	555	463	333	293	239	198	180	158
Housemen	313	301	373	366	436	436	423	423	437	432	275	271
Miscellaneous	705	559	682	575	824	743	481	434	295	264	223	192
Totals	13,138	10,663	12,389	10,309	12,674	11,046	8,363	8,363	4,164	3,953	3,255	3,169
FEMALE												
Domestic—Permanent	123	63	105	104	117	104	111	80	99	70	88	70
Domestic—day work	91	81	68	113	113	105	102	92	54	52	43	39
Office help	27	13	16	6	8	6	5	5	15	10	10	5
Hotel and restaurant	130	102	87	64	109	99	106	90	74	69	59	54
Cooks (camps)	23	17	14	11	15	13	12	9	4	3	4	3
Kitchen help (camps)	3	2	1	3	4	3	1	1	2	1		
Miscellaneous	3	3	9	4	5	4	6	6	1	1		
Totals	400	286	296	291	371	335	350	288	249	212	199	171

When it comes to a consideration of the fees paid by laborers for their jobs, a field in which much interest is generally displayed is encountered, because of the methods pursued by different private agencies and the conflicting reports concerning the fees actually charged. To answer this query as accurately as it could, the Bureau compiled the following table from the monthly reports submitted by these twenty-three private agencies, showing the comparison between the average wages received by different classes of labor:

COMPARISON OF FEES AND WAGES.

(From figures obtained from 23 private employment bureaus.)

<i>Class of Labor</i>	<i>Av. Wage</i>	<i>Av. Fee</i>
Male—		
Skilled trades	\$3.50	\$1.70
Firemen	2.72	1.26
Engineers	3.39	1.52
Loggers	3.09	1.09
Lumber and shingle mills.....	2.48	1.09
Cooks in camps.....	2.17	2.35
Kitchen help in camps.....	1.23	1.26
Grading on roads.....	2.45	1.02
Railroad laborers	2.35	1.01
Fish canning	1.56	1.25
Farm and dairy.....	1.21	1.41
Pickers (fruit, hops, etc.).....	1.56	1.03
Harvest hands	2.18	1.13
Building laborers	2.72	1.12
Common laborers	2.42	.99
Hotel and restaurant help.....	1.39	1.58
Housemen	1.11	1.46
Miscellaneous	2.33	1.33
Female—		
Domestic—permanent	0.77	1.21
Domestic—day work	2.15	1.40
Office help	2.02	2.00
Hotel and restaurant.....	1.16	1.34
Cooks (camps)	1.41	1.43
Kitchen help (camps).....	1.05	1.43
Miscellaneous	1.16	1.17

This table does not include that class of employment commonly known as “short jobs,” where men are given work for parts of a day or for a day or two and where a fee of from ten to twenty-five cents is charged. It may be interesting to know, in addition, that for all those jobs that are paid by the month, the fee is higher than for those paid by the day or week.

The extent of the business done by the Tacoma and Seattle free employment offices, as shown by their annual reports, is quite large. During 1912 the Tacoma offices found positions for 17,023 persons, 437 of whom were women, at an expense of the office for the year of \$3,313.67 or a little more than 19 cents for each job found, 4,319 applications being unfilled, while in 1913 it found work for 17,147 persons, 426 of whom were women, at an office expense for the year of \$3,445.95, or a little more than 20 cents per job, 2,005 applications being unfilled. The Seattle office did a large business for 1913, finding jobs for 27,352 men and 3,798 women, at a total expense of \$2,732.62 or an average cost of 8.2 cents for each position. During 1912 its business was even larger, positions being found for 29,305 men and 4,715 women at a total expense of \$2,273.14 or 6.68 cents per job. A general summary of the business done by the Seattle office since its establishment in 1894 to and including 1913, is given in the following table:

GENERAL SUMMARY BY YEARS.

YEAR	Total Male Help Supplied	Total Female Help Supplied	Grand Total	Av. by Month	Total Expense	Cost of each Position
1894	2,724	1,243	3,967	441	\$909.65	22.93c
1895	3,881	1,898	5,779	482	1,120.00	19.38c
1896	1,782	1,756	3,403	284	727.50	21.38c
1897	9,053	2,573	11,626	969	724.08	6.24c
1898	20,389	3,794	24,183	2,015	1,377.13	5.69c
1899	22,137	5,468	27,650	2,300	1,239.41	4.49c
1900	18,764	4,082	22,846	1,904	1,132.61	4.96c
1901	20,876	5,684	26,560	2,214	1,276.69	4.80c
1902	20,722	5,183	25,905	2,159	1,320.91	5.10c
1903	24,767	5,639	30,305	2,525	1,479.70	4.88c
1904	16,771	3,787	20,558	1,713	1,308.36	6.36c
1905	18,565	3,203	21,767	1,814	1,413.19	6.03c
1906	34,282	3,552	37,834	3,153	1,526.11	4.03c
1907	28,049	2,305	31,074	2,589	1,549.30	4.98c
1908	20,123	2,060	22,183	1,848	1,321.70	5.95c
1909	36,332	2,514	38,846	3,237	1,623.05	4.18c
1910	29,010	1,821	30,831	2,569	1,620.71	5.25c
1911	20,080	2,682	22,762	1,897	2,209.63	9.70c
1912	29,305	4,715	34,020	2,835	2,273.14	6.68c
1913	27,352	3,798	31,150	2,596	2,732.62	8.20c

These figures are very enlightening, not only as to the amount of business transacted by the municipal employment offices, but also as to the cost per job, affording a basis of ap-

proximating the fees that might have to be charged by state offices if such a system were established and designed to be self-supporting, as well as showing the huge profits made by the private agencies, by comparison with the table just preceding. If a state system were authorized and it were possible to hold its fees within 25 cents for each job actually found, as would appear more than likely from the experience of the Seattle and Tacoma offices, the system could be handled without any direct expense to the taxpayer and at the same time offer the laborer great relief. These facts would seem to warrant the further investigation, under legislative authority, of a problem which directly concerns nearly every working man in the state.

OPINIONS OF ATTORNEY GENERAL

Opinions of Attorney General.

EIGHT-HOUR PUBLIC WORKS LAW.

OLYMPIA, WN., April 22, 1911.

Hon. Chas. F. Hubbard, State Labor Commissioner, Olympia, Wn.

DEAR SIR: We are in receipt of your inquiry of April 14 last, which is as follows:

"I desire the interpretation of your office regarding the state eight-hour law on public work (Laws 1903, p. 51) as to what class of employes this law includes; whether it includes all employes employed by the state, counties and cities, such as clerks, bookkeepers, policemen, watchmen, etc., or simply employes employed by contractor on public work by day labor."

The legislature has passed two acts on the subject about which you inquire. One is chapter 101 of the Laws of 1899, being sections 6572-6574 inclusive, Rem. & Bal. The other is chapter 44 of the Laws of 1903, being sections 6575-6577 inclusive, Rem. & Bal. These acts contain substantially the same subject-matter and should be read together, as was held in the case of *State v. Davis*, 43 Wash. 116.

Since the act of 1899 only applies to "work done by contract or sub-contract on any building or improvements or works on roads, bridges, streets, alleys or buildings for the state or any county or municipality within the state," it has no bearing on the question submitted.

Section 1 of the act of 1903 (6575 Rem. & Bal.) is as follows:

"It is a part of the public policy of the State of Washington that all work 'by contract or day labor done' for it or any political subdivision created by its laws, shall be performed in work days of not more than eight hours each, except in cases of extraordinary emergency. No case of extraordinary emergency shall be construed to exist in any case where other labor can be found to take the place of labor which has already been employed for eight hours in any calendar day."

Section 2 of said act (6576 Rem. & Bal.) provides:

"All contracts for work for the State of Washington, or any political subdivision created by its laws, shall provide that they may be cancelled by the officers or agents authorized to contract for or supervise the execution of such work, in case such work is not performed in accordance with the policy of the state relating to such work."

Section 3 of said act (6577 Rem. & Bal.) makes it the duty of all public officers or agents to insert provision in all contracts provided for by this act to the effect that such contract will be canceled in case the work is not done in accordance with the public policy of the state as declared by this act, and makes it their duty to forfeit any contract or contracts which are not performed in accordance with the policy declared in this act.

The only section in the two acts about which there is any ambiguity as to the intent of the legislature as to what class of employees should be affected by this legislation is section 1 of the act of 1903, being section 6575 above quoted. This section is in the nature of a preamble and declares the public policy of the State of Washington in relation to all work "by contract or day labor done" for it or any political subdivision created by its laws. We have examined the records of the house and the senate for the legislative history of this bill and find that the bill as originally introduced was in the same form as passed, with the exception that the phrase "by contract or day labor done" was omitted. The bill was referred to the committee on labor and labor statistics in the house and the above amendment was proposed by the committee, the bill reported out for passage as amended, and thereafter the bill passed both houses as amended. Whatever may have been the construction of the language of the act as originally introduced, it would seem that the insertion of the phrase "by contract or day labor done" limits the scope of the statute. There are two recognized methods of doing public work, namely, (1) by contract, or (2) by day labor or, as it is sometimes called, force account. The use of the phrase "by contract or day labor done" in our judgment shows that the legislature had in mind physical labor as distinguished from labor in which mental effort is dominant, and that the act was passed for the protection of those engaged in physical labor for the public.

It is difficult, if not impossible, to draw the line between labor in which the physical element is dominant and labor involving the exercise of the faculties of the mind. We think it may be safely said, however, that the act does not apply to public officers nor to those engaged in clerical work in connection with public offices or institutions. It would also seem quite clear that those employed in the state institutions as attendants or nurses, guards or foremen are not within the provisions of the act. The case of a watchman is somewhat more difficult, but in our opinion the act would not apply to one employed simply to guard or care for public property where the employment does not necessitate the performance of manual labor other than as incident to the protection of the property.

In direct answer to your inquiry, therefore, you are advised: (1) that the act applies to all persons engaged in the performance of what may be termed manual labor, whether such employment be by the state or other public body direct or by one having a contract for the particular work; (2) that the method or time of payment is not controlling (in other words, that the one performing manual labor for the public or for a contractor on public work is within the provisions of the act even though he be paid by the week or month); and (3) that the act includes only those performing manual or physical labor as above stated.

Very truly yours,

(Signed) J. T. S. LYLE,

Assistant Attorney General.

OLYMPIA, WN., June 23, 1914.

Hon. E. W. Olson, State Labor Commissioner, Olympia, Wn.

DEAR SIR: I am in receipt of your letter, wherein you inquire whether "a public officer such as the state highway commissioner, a city councilman, street commissioner, road superintendent or foreman working under authority of such officers, who employs men to do work by the day and requires them to work more than eight hours per day in cases where no emergency exists," would be criminally liable for such act.

Section 1 of chapter 101, Laws of 1899, the original eight-hour act, provided:

"Hereafter, eight hours in any calendar day shall constitute a day's work on any work done for the state or any county or municipality within the state, subject to the conditions hereinafter provided."

The act then required all public work done by contract or sub-contract to be done under its provisions, made allowance for emergencies, and provided:

"Any contractor, sub-contractor or agent of a contractor or sub-contractor, foreman or employer, who shall violate the provisions of this act, shall be deemed guilty of a misdemeanor * * *"

Chapter 44, Laws of 1903, provides that "it is a part of the public policy of the state of Washington that all work 'by contract or day labor done' for it, or any political subdivision created by its laws, shall be performed in work days of not more than eight hours each, except in cases of extraordinary emergency." Any contract violating its provisions is made invalid, but otherwise no penalty is stated.

In the case of *State v. Davis*, 43 Wash. 116, it was held that the act of 1903 did not repeal the act of 1899, but that both acts were in force.

Your predecessor was advised (Opinions Attorney General 1911-12, p. 40) that the act of 1903 "applies to all persons engaged in the performance of what may be termed manual labor, whether such employment be by the state or other public body, direct, or by one having a contract for the particular work," and that "the method or time of payment is not controlling."

In an opinion to the bureau of inspection and supervision of public offices (Opinions Attorney General, 1911-12, p. 48) it was stated that "the employment of men on the county roads for more than eight hours in any calendar day is, except in cases of extraordinary emergency, contrary to the provisions of said law," and in an opinion to the prosecuting attorney of Adams county (Opinions Attorney General, 1911-12, p. 90) that officer was advised that the act applied to workmen employed by road supervisors pursuant to the noxious weed law.

It has been held unlawful for a state to employ workmen beyond the statutory limit: *Davies v. Seattle*, 67 Wash. 532; *People v. Chicago*, 256 Ill. 558; Annot. Cas. 1913 E., page 305.

The supreme court of Kansas, in the case of *State v. Ottawa*, 84 Kan. 100, 113 Pac. 391, says:

"In the opinion of the writer it is improper to characterize the statute as penal. The purpose is purely remedial. It is to relieve laborers, workmen, mechanics and similar employes from the pressure of economic conditions which compel them to work beyond just limits of time and endurance. It is a human life, health and welfare statute, to be given a beneficial interpretation for the public good. Of course it does not apply to cases not within the contemplation of the legislature, but the language used should be interpreted liberally to promote the true legislative purpose, notwithstanding the fact that a violation of the act is punishable as a misdemeanor * * *"

The previous opinions of this office, and the decisions cited, are clearly to the effect that it is unlawful for public officers to employ workmen upon public work for more than eight hours a day, except in cases of extraordinary emergency. Your present inquiry, however, is more particularly directed to the question of whether or not public officers may nevertheless violate the terms of the law in question without subjecting themselves to criminal liability. The act of 1899, which contains a penalty, does not apply to public officers. The act of 1903, while applying to public officers as above shown, does not expressly make a violation of its terms a criminal offense. However, our criminal statutes cover such a contingency:

"Whenever any duty is enjoined by law upon any public officer or other person holding any public trust or employment, their wilful neglect to perform such duty, except where otherwise specially provided for, shall be a misdemeanor." Rem. & Bal. Code, sec. 2268.

"Every officer or other person mentioned in section 2569, who shall wilfully disobey any provision of law regulating his official conduct in cases other than those specified in said section, shall be guilty of a gross misdemeanor." (Sec. 2569 referred to applies to the misappropriation and falsification of accounts by public officers.) Rem. & Bal. Code, sec. 2570.

You are advised, therefore, that in my opinion a public officer who wilfully employs a workman upon public work for more than eight hours in any calendar day, except in cases of extraordinary emergency, would render himself subject to criminal prosecution.

Yours respectfully,

(Signed) W. V. TANNER,

Attorney General.

WOMAN'S EIGHT HOUR LAW.

OLYMPIA, Wn., July 26, 1913.

Hon. E. W. Olson, State Labor Commissioner, Olympia, Wn.

DEAR SIR: We are in receipt of your favor of July 11th, which is as follows:

"I have been requested by Mrs. Frances K. Headlee, Assistant Labor Commissioner, of Seattle, to obtain your written opinion as to whether 'time-register records' which show the time each individual

employe commenced and quit work each day, can be introduced by her as evidence against an employer who is charged with violation of the eight-hour law for women, providing, of course, that there is corroborating evidence to substantiate the reliability of said 'time records'; or can it be considered as 'self-incriminating' evidence the same as though a defendant would be forced to testify against himself?"

Your inquiry does not state in what manner it is proposed to introduce such "time-register records" as evidence, or by whose testimony the identity of the same is to be established. If such record is produced and identified by some person other than the defendant we do not believe that any valid objection can be made to the introduction of such evidence on the ground that it is "self-incriminatory." The general rule in such cases, as stated by Mr. Wigmore in section 2264 of *Wigmore on Evidence*, is as follows:

"It follows, on the other hand, that documents or chattels obtained from the person's control without the use of process against him as a witness are not in the scope of the privilege, and may be used evidentially; for obviously the proof of their identity, or authenticity, or other circumstances affecting them, may and must be made by the testimony of other persons, without any employment of the accused's oath or testimonial responsibility."

Likewise the supreme court of the United States in considering this question in the case of *Johnson v. United States*, Vol. 33, page 572, Sup. Ct. Rep., said:

"A party is privileged from producing the evidence, but not from its production."

It must not be inferred from what has been stated that a defendant may be compelled to produce such a record by a subpoena *duces tecum*. In this connection it might be stated that the supreme court of the United States in the case of *Wilson v. United States*, 221 U. S. 361, held that an officer of a corporation may be compelled to produce corporate records, even though such records may tend to incriminate such officer. Following this rule it might be held that officers of corporations might be compelled to produce the "time records" of such corporations, even though their production might incriminate such officers. As this opinion is based upon the hypothesis that it is proposed to identify such records by the testimony of some person other than the defendant, the other rule is only stated, as suggested, in case such proof is not possible.

Respectfully yours,

(Signed) J. T. S. LYLE,
Assistant Attorney General.

OLYMPIA, WN., May 6, 1914.

Hon. E. W. Olson, State Labor Commissioner, Olympia, Wn.

DEAR SIR: We are in receipt of your request for an opinion upon the question of whether a mercantile establishment would violate the law with reference to the hours of labor of female employes in such an

establishment by requiring such employes to attend a school of salesmanship conducted by such establishment, the time of such attendance being in addition to the eight hours per day for which such employes are regularly occupied.

Section 1, chapter 37, Laws of 1911, provides:

"No female shall be employed in any mechanical or mercantile establishment, laundry, hotel or restaurant in this state more than eight hours during any day * * *"

We are of the opinion that the compulsory attendance of such employes under the circumstances stated would constitute a violation of the act in question. Although such an establishment may in our opinion lawfully conduct a school of salesmanship which its employes may attend in hours outside of their regular employment, such attendance should be voluntary. Moreover, in such cases, it would not be lawful for the employer to have such employes in fact perform work for the establishment under the subterfuge of receiving instruction.

You are therefore advised that it is our opinion that a mercantile establishment may not lawfully compel attendance by its female employes at a school of salesmanship if such attendance is for a time which added to the regular time of employment would exceed eight hours per day.

Yours respectfully,

(Signed) EDWARD W. ALLEN,
Assistant Attorney General.

FACTORY INSPECTION LAW.

OLYMPIA, WN., May 21, 1913.

Hon. E. W. Olson, State Labor Commissioner, Olympia, Wn.

DEAR SIR: We are in receipt of your letter of the 16th inst. which is as follows:

"A sawmill located at Sedro Woolley has in its equipment a shingle machine which, owing to its peculiar location next to a cut-off saw, makes it extremely dangerous to the person or persons operating it in the event that the saw should burst, which is not an uncommon occurrence with machinery of this kind; the operator or operators are in such a position that they have but little chance of escaping injury or death in that event.

"The inspector of this department has upon two occasions ordered that the machine be moved so as to reduce the hazard to a minimum. But the owners refuse to comply, owing to the expense involved, which they claim is not warranted, because there is only timber enough at that point to keep the mill running for about three months longer, when they will cease to operate it.

"The Commissioner of Labor, upon recommendation of the factory inspector of that district, has revoked the certificate of the plant. The inspector advised against prohibiting the use of the machine, owing to his belief that it might not hold good if the case went to court.

"This department would like to be advised as to whether the revocation of the certificate as above stated shifts the assumption of risk

of accident from the industrial insurance commission to the owners of the mill. If it does not, would you advise that the use of the machine be now ordered prohibited?"

Under section 9 of the Industrial Insurance Act (Laws 1911, ch. 74), if any workman is injured because of the absence of any safeguard or protection required to be maintained by or pursuant to any statute or ordinance, or any departmental regulation under any statute, his employer is required, within ten days after demand therefor by the Industrial Insurance Commission, to pay into the accident fund (a) in case the consequent payment to the workman out of the accident fund to a lump sum, a sum equal to fifty per cent. of that amount; or (b) in case the consequent payment to the workman be payable in monthly payments, a sum equal to fifty per cent. of the lump sum value of such monthly payments, estimated in accordance with the rule provided in section 7 of the act.

The question whether any particular safeguard is required by the provisions of the factory inspection act (Rem. & Bal., 6587 *et seq.*) is a question of fact, to be determined by the court or jury as the case may be, in any suit brought which involves that question. The certificate of the State Labor Commissioner issued under the provisions of the act is only *prima facie* evidence that dangerous machinery therein has been guarded in compliance therewith: *Vosberg v. Michigan Lumber Co.*, 45 Wash. 670; *Noelle v. Hoquiam Lumber & Shingle Co.*, 47 Wash. 519. Conversely, the refusal of the State Labor Commissioner to grant a certificate in compliance with the act is in our opinion but *prima facie* evidence that machinery therein is not properly safeguarded under the provisions of the act. Therefore, the question of whether the owner of this particular saw mill could be compelled to pay fifty per cent. of the costs of accidents to his employees depends upon questions of fact in any suit brought against him, and of which facts the Commissioner's refusal to grant a certificate is *prima facie* evidence of failure to comply with the law.

If you believe that this saw is one which should be guarded in order to render its operation safe, you may serve notice upon the owner of the mill under the provisions of section 6593, Rem. & Bal., and in the event of his failure to comply therewith, or to apply for arbitration as provided in that section, you may institute criminal proceedings against him under section 6597.

It is not within the province of this office to advise you as to what policy you should pursue in this matter.

Yours respectfully,

W. V. TANNER,

Attorney General.

JUVENILE COURT LAW.

OLYMPIA, WN., August 8, 1913.

Hon. E. W. Olson, Commissioner of Labor, Olympia, Wn.

DEAR SIR: This office is in receipt of your request for an opinion, stated in your letter as follows:

"I desire your written opinion as to whether paragraph 18 of section 1, chapter 160, Laws of 1913, applies to:

"(1) Children under the age of 12 years who vend newspapers on the street.

"(2) Children under the age of 12 years who solicit subscriptions for weekly or monthly magazines and make regular delivery of same to subscribers.

"(3) Newspaper carriers under the age of 12 years who solicit subscriptions or make collections for the publishers by whom they are employed either on a commission basis or on a salary."

That part of section 1 of chapter 160, Laws of 1913 (the juvenile court law) which covers the question is as follows:

"For the purpose of this act, the word 'dependent child' shall mean any child under the age of eighteen years; * * *

"(18) *Any child under the age of twelve years found peddling or selling any article*, or singing or playing on any musical instrument for gain upon the public street, or giving any public entertainment, *or who accompanies, or is used in aid of, any person so doing: Provided*, That this act shall not prohibit the giving of entertainments by regularly organized schools or societies where twelve or more musical instruments are used. * * *

"For the purpose of this act only, all delinquent and *dependent* children within the state shall be considered wards of this state and their persons shall be subject to the custody, care, guardianship and control of the court as hereinafter provided."

Taking up your questions in their order, we are of the opinion:

1. That children under the age of twelve years who vend newspapers on the street are undoubtedly selling articles within the meaning of the above section.

2. Children under the age of twelve years who solicit subscriptions for weekly or monthly magazines and make regular delivery of the same to subscribers are likewise peddling an article within the meaning of the above section.

3. Newspaper carriers under the age of twelve years who solicit subscriptions or make collections for the publishers by whom they are employed, either on a commission or on a salary, are either peddling or selling an article, or are used in the aid of any person so doing, within the meaning of the above section.

The fact that children under the age of twelve years may come within the provisions of subdivision 18 of section 1, *supra*, does not necessarily mean that any crime has been committed. Any child under the age of twelve years who performs any of the acts mentioned in subdivision 18 of section 1, *supra*, *ipso facto* becomes a dependent child, and is to be considered a ward of the state, and his person is subject to the custody, care, guardianship and control of the juvenile court.

It was evidently the intention of the legislature to throw the protecting arm of the law around every child under the age of twelve years engaged in any of the occupations mentioned in subdivision 18, section 1, *supra*; so that the welfare of such child could be cared for by a tribunal with ample powers to act, in case it appeared that the environment in which such child was placed by reason of such occupation or employment was not conducive to his best interests.

The effect of the provisions of the section is that from and after the passage of the act, it is the policy of the state that all children under twelve years of age, engaged in any of the occupations or employments mentioned in subdivision 18 of section 1, *supra*, shall do so under the watchful eye of the juvenile court. In other words, the control of such a child is taken from the parent and vested in the court.

Respectfully yours,

J. T. S. LYLE,

Assistant Attorney General.

DEDUCTING STORE BILLS FROM WAGES.

OLYMPIA, WN., May 8, 1914.

Hon. E. W. Olson, State Labor Commissioner, Olympia, Wn.

DEAR SIR: We are in receipt of your inquiry concerning the interpretation of section 6561, Rem. & Bal. Code, and submitting various samples of wage statements issued by a company operating a store with which many of its employees trade.

We understand from your letter and from personal conversation with you that the company does not in any manner compel its employees to trade with the company store, but when such employees do so trade the company is in the habit of deducting their indebtedness to the store upon each pay slip. The statute, so far as pertinent, makes it a misdemeanor for a company to "compel or attempt to coerce any employe * * * to purchase goods, wares, merchandise or supplies from any particular person, firm or corporation."

We find nothing in the statute to prevent an employer from conducting a company store nor from deducting the amount of indebtedness incurred by an employe at such store from the wages which are coming to him. However, it is our opinion that the word "coerce" as used in this statute should be liberally interpreted, and that no company should be permitted indirectly any more than directly to compel its employees to trade with the company store.

Yours respectfully,

(Signed) EDWARD W. ALLEN,

Assistant Attorney General.

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STATE OF WASHINGTON

THIRD ANNUAL REPORT

OF THE

Public Service Commission
OF WASHINGTON

TO

THE GOVERNOR



COVERING THE PERIOD FROM
DECEMBER 1, 1912, TO NOVEMBER 30, 1913

OLYMPIA,
FRANK M. LAMBORN, PUBLIC PRINTER.
1913

**THE PUBLIC SERVICE COMMISSION
OF WASHINGTON.**

M. M. GODMAN, Chairman.

ARTHUR A. LEWIS, FRANK R. SPINNING,
Commissioners.

J. H. BROWN, Secretary.

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LETTER OF TRANSMITTAL AND REVIEW

OFFICE OF
THE PUBLIC SERVICE COMMISSION
OF WASHINGTON.

OLYMPIA, WASH., Dec. 1, 1913.

To His Excellency, Ernest Lister, Governor of Washington:

SIR: As directed by statute, we have the honor to submit herewith the Third Annual Report of the Public Service Commission of Washington, covering the twelve months ending November 30, 1913.

Because of the great bulk of work necessarily covered by this report, it has been found advisable to depart, in a measure, from the form used in past reports, and condense, so far as possible, the text of orders and rulings.

The work of this body since the organization of the Railroad Commission in 1905, has not only increased in pace with the growth of the state, but each legislature has added new duties and new powers to the Commission. The 1913 legislature made two amendments to the General Commission Law and in addition, by special acts, gave the Commission jurisdiction over electrical construction and provided for the elimination of dangerous grade crossings to be undertaken by the Commission.

The comparison of prior reports with the present accomplishments of this Commission evidences its increased activities and importance.

The first report of the Railroad Commission, covering the period from June 23, 1905, to December 31,

1906, when the Commission had jurisdiction chiefly over steam railroads and express companies, shows 74 complaints filed, most of the time of the Commission being given to organization work. At that time all complaints filed were first handled in what was known as "informal." During that period but six of these required hearings and the taking of evidence which would place them in the class known as "formal complaints."

The system has changed from year to year as the jurisdiction of the Commission has been extended. At the present time the various complaints may be grouped as follows: Informal, where complaint is made by some patron against a public utility, wherein, in many instances, the cause of complaint may be determined by correspondence; formal complaints, where no settlement can be reached and there must be a formal hearing and the taking of testimony; grade crossing matters, where an order may be entered upon deposition or the taking of testimony and the inspection of the particular crossing; and tariff cases. This latter and rapidly increasing class includes those cases where some public utility will require special permission to make refund to some shipper or shippers, or to issue a tariff on less than statutory notice, or to ask a waiver of the long and short haul clause. In each of these latter instances it is necessary to investigate all of the existing tariffs affected, and permission is only granted when the Commission is convinced that a reduction of rates will result and no injustice will be done any shipper.

The legislature of 1907 increased the jurisdiction of the Railroad Commission to include electric companies and authorized the physical valuation of pub-

lic service properties. The second and third reports of the Commission were published together and covered a period from December 31, 1906, to December 31, 1908, showing that 257 informal complaints were filed and considered and 14 orders were issued in formal hearings. This period was given up largely to the physical valuation of steam railroad properties.

The fourth annual report of the Railroad Commission, covering the period of the calendar year 1909, shows 95 informal complaints filed and 67 formal complaints docketed. Formal orders were issued in 22 cases, involving railroads; 22 cases involving grade crossings, and in five of the tariff cases referred to above.

The fifth annual report of the Railroad Commission, covering the period January 1, 1910, to November 1, 1910, there were 46 informal complaints filed and 97 formal complaints docketed. This report shows 23 formal orders issued affecting railroad companies, 56 grade crossing orders issued and 13 tariff orders. One of the most important cases decided during this period was that involving interurban rates from Seattle to Tacoma on the Puget Sound Electric Railway.

The legislature of 1911 created the Public Service Commission to succeed the Railroad Commission and materially enlarged its jurisdiction so that its powers included the regulation of practically all public service companies. The report covering the period from November, 1910, to December 31, 1911, shows 119 informal complaints entered and 301 formal complaints docketed. This exceptional increase in the number of formal complaints is largely due to the

increase in tariff orders, there being 130 of these issued during this period. The other orders issued include 47 affecting railroad companies, 55 grade crossings, 3 affecting express companies, 2 affecting wharves and steamboats, and one each affecting irrigation companies, telephone companies and telegraph companies.

The second annual report of the Public Service Commission, covering the period from January 1, 1912, to November 30, 1912, shows 219 informal complaints entered and 398 formal complaints docketed. The formal orders issued include 164 tariff orders, 66 affecting grade crossings, 64 affecting railroad companies, 15 affecting irrigation companies, 11 tariff orders, 5 gas orders, 8 affecting wharves and steamboats, and two in express company cases.

The period covered by this report from December 1, 1912, to November 30, 1913, more than 800 cases were considered. There were 440 informal complaints filed. The tariff orders entered on the formal docket numbered 259. The grade crossing orders numbered 73; the other formal orders included 49 involving railroads, 12 electric companies, five gas cases, 13 telephone cases, six irrigation cases, four each on grain matters and involving wharves, five steamboat cases and 18 water cases.

This indicates how the work of the Commission is increasing year by year in pace with the rapid increase of population, the encouraging growth and diversity of business, the multiplication of public service corporations and the increasing development of the state's natural resources. Practically, the Commission stands as an arbiter between the residents of Washington, with their diversified needs of service

on the one hand, and the increasing number of corporations and persons who desire to or are willing to devote their property to supply these service needs. As between such interests there frequently arise questions of difference. The Commission is a forum where these parties can meet and have their differences adjusted. Correspondence and investigation in many instances disclose that the points at difference are due to mistake or inattention and can be readily adjusted by such an arbitrator. Such cases never proceed beyond the informal complaint stage. Others require the taking of testimony and expert investigation and these are carried as formal hearings. Every effort is made to promptly dispose of all matters brought before the Commission.

PERSONNEL OF THE COMMISSION.

The past year the personnel of the Commission has entirely changed. M. M. Godman, chairman, took office April 10, for the term ending June 8, 1917; Arthur A. Lewis assumed his duties as commissioner May 16, for the term ending June 16, 1915; and on June 16, 1913, F. R. Spinning took office for a six-year term beginning that date.

The chief employes of the Commission at the date of this report include the following: General Office, Counsel, Stephen V. Carey, Assistant Attorney General; Secretary, J. H. Brown; Tariff Department, Statistician and Rate Expert, O. O. Calderhead; Engineering Department, Chief Engineer, F. S. Burroughs; Department of Inspection of Safety Appliances, Chief Inspector, J. F. Reardon; Track Scale Inspector, Geo. H. Kaiser; Grain Department, State Grain Inspector, R. D. Jarboe.

TELEPHONE RATE CASE.

During the period covered by this report, the Pacific Telephone and Telegraph Company presented and filed tariffs covering toll line charges throughout the state. For the first time these tariffs were based upon a scientific plan, the rates being determined by an initial charge plus an air line toll mileage. To enable patrons of the company to make an investigation before the new rates were permitted to go into effect, the Commission made an order suspending these tariffs and gave wide notice of its hearings and held open sessions at Spokane, North Yakima, Seattle and Tacoma, to take testimony and receive objections, if any, from patrons. Objections brought up before these hearings were negligible and it has been determined by the Commission that it will permit the tariffs to go into effect in order that their operation may be learned by actual experience. The Commission, however, has declined to pass upon the reasonableness of the rates and has continued the case for further hearing until such time as a study can be made of the actual operation of the rates and initial time.

REDUCED EXPRESS RATES.

Complaint has been pending before the Commission for a number of years by shippers, that the express rates throughout the state were excessive. Action had been delayed by the Commission, however, because of the fact that a similar cause had been brought before the Interstate Commerce Commission. Recently the Interstate Commerce Commission made rulings ordering a general reduction in express rates on interstate business. This Commission sent its rate expert, O. O. Calderhead, to St. Paul and Chicago

to make a careful investigation as to what effect the Interstate Commerce Commission's plan of express rates would have, if same were applied to state traffic, and it is believed a satisfactory adjustment will be made along lines similar to the Interstate Commerce Commission's schedule of rates that will result in a material reduction of express rates charged to local patrons on business done wholly within the state.

ELECTRICAL CONSTRUCTION RULES.

The new act relating to electrical construction set out a number of rules and provided that these could be amended and supplemented by the Commission. A number of matters of construction were not covered by the rules set out in the act, so the Commission sent formal notice to all parties interested and held a public hearing at Seattle, where proposed changes and supplementary rules were discussed. An order will be entered in the near future putting these into effect. The law which gave the Commission jurisdiction over this new work carried no appropriation, so the expense of enforcing the statute must be borne by the general appropriation made for the Commission.

DANGEROUS CROSSINGS.

Preliminary to carrying out the provisions of the new law for the elimination of dangerous grade crossings in the state, the Commission has been assembling data. The authorities of the several counties have been called upon to furnish information with respect to such dangerous crossings as are within the several counties. Early in the ensuing year it is planned to take up this work of eliminating the

crossings and it will be pushed forward as rapidly as possible. The appropriation of \$25,000 to meet the state's share of any expense the state should bear on new construction where state roads are involved, it is feared, will prove insufficient, but as much will be accomplished with the funds available, as possible.

TARIFF DEPARTMENT WORK.

Exclusive of about 800 public warehouses under its jurisdiction, approximately nine hundred sixty-three utilities report to this Commission, including railways, steam and electric, steamboats, wharves, telephone, telegraph, express, electric light and power, and water companies, and irrigation projects. When it is understood that a complete file of the tariffs in effect by each of these utilities affecting rates and charges within this state must be kept by the traffic department of the Commission, that the total is in excess of forty thousand, with approximately seven thousand changes per year, including corrections, re-issues and new tariffs, that every tariff must be carefully indexed in order to furnish promptly any desired information, that each of these utilities must also file with this department a report covering the annual earnings and operating expenses and other statistical information, some idea of the amount of work devolving upon the traffic department may be gained. This department must be prepared at all times to furnish the Commission with statistics and information concerning operating, traffic and commercial conditions affecting the different utilities, for record purposes when complaints are filed regarding the rates, service, etc., of such utilities.

ENGINEERING DEPARTMENT.

The Engineering Department has been busily engaged ever since the current appropriations became available, in gathering data for physical valuation of a large number of public service properties. About \$20,000,000 of properties were so valued during the year. The more important of these are the properties of the Pacific Power & Light Company, some of the subsidiary corporations of the Puget Sound Traction, Light & Power Company, and the Grays Harbor Railway & Light Company. During the ensuing year it is expected to complete appraisals and rate investigations of the Seattle Lighting Company, the Washington Water Power Company, the long distance lines of the Pacific Telephone & Telegraph Company and the Puget Sound Traction, Light & Power Company, in addition to such miscellaneous investigations of smaller plants as will come up incidentally in the ordinary course of the work.

GRAIN DEPARTMENT.

During the year the grain department was reorganized and some few changes were made in the rules and regulations regarding the grading of hay.

The fiscal year of the grain department ends June 30. State appropriations are made for two years beginning April 1, each odd numbered year. Annual reports of this Commission are made for the twelve months ending November 30. This confusion of dates makes difficult the preparation of statistical tables regarding the work of the grain department.

The records of the grain department for the twelve months ending June 30, 1913, show collections of

\$38,389.64. The expenses for the same period were \$39,441.52. For the year ending November 30, 1913, the total collections were \$35,349.23 and total disbursements were \$36,285.62. For the two years beginning April 1, 1913, the legislature appropriated for expenses \$10,400 in excess of such receipts as might be collected.

LEGAL DEPARTMENT.

During the period covered by this report, six cases were brought in the United States courts to enjoin the enforcement of the Commission's orders. One was brought by the Puget Sound Electric Railway Company to prevent the further enforcement of the Commission's order establishing rates of fare between Tacoma and Seattle on the interurban. This case was dismissed, the court holding that the proper tribunal for relief was this Commission. The other five cases are undisposed of, but in the meantime, the orders are being observed. Nine cases were brought to the State Supreme Court from the Superior Court decrees on writs of review of Commission orders. Four cases are pending in the Superior Courts and there were seven cases taken before the Interstate Commerce Commission.

INSPECTION OF SAFETY APPLIANCES.

Chief Inspector J. F. Reardon, and Maurice Vetter, his assistant, have in recent months completed an investigation of all of the steam railroad lines in the state and have paid particular attention to conditions of the yards and equipment. Many cases of improper equipment, unsafe conditions of yards, tracks and switches, were disclosed, and in most of these instances the conditions were promptly rem-

edied. During the year a large number of accidents occurring on the different lines of the state were investigated by the department. It is intended that the inspection shall extend to electric lines and plants and this work has already been undertaken by Mr. Reardon.

NEW MAP OF THE STATE.

A map of the state showing railroad lines as they actually are constructed or proposed, and containing other valuable data, has been printed from time to time by the Commission. The last issue was printed in 1911. Approximately three thousand applications have already been made to the Commission for a copy of the new map, and, because of this increasing demand, the Commission has placed an order for a supply which will probably be available for distribution early in the coming year. This map will show all railroad construction completed or proposed, in the state on the date of this report, and will contain county and town index and other state data.

In view of the fact that the next annual report will be submitted to your excellency just prior to the ensuing session of the legislature, it has been deemed advisable to await that report before making a number of recommendations which we have under consideration for new legislation affecting this Commission and the utilities under its jurisdiction.

Respectfully submitted,

THE PUBLIC SERVICE COMMISSION,
OF WASHINGTON,

By M. M. GODMAN, *Chairman*.

ARTHUR A. LEWIS, *Commissioner*.

FRANK R. SPINNING, *Commissioner*.

Attest:

J. H. BROWN, *Secretary*.

**DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING RAILWAY
COMPANIES.**

BEFORE THE PUBLIC SERVICE COMMISSION OF WASHINGTON.

No. 667.

**PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF THE
CHARLES H. LILLY COMPANY, *Complainant*, v. NORTHERN PACIFIC
RAILWAY COMPANY AND COLUMBIA & PUGET SOUND RAILWAY COM-
PANY, *Respondents*.**

This proceeding involved a controversy between the Charles H. Lilly Company and the respondent railway companies relative to switching charges.

On September 22, 1913, counsel for said Charles H. Lilly Company advised the Commission by letter, that, after completing investigation into the subject matter of the proceeding, they had decided to settle the controversy without further proceedings, upon which authority an order of dismissal was entered.

No. 744.

**PUBLIC SERVICE COMMISSION OF THE STATE OF WASHINGTON, *ex rel.* D.
LUNKLEY, ANDREW SIMONS AND F. H. MCCLELLAN, *Complainants*, v.
TACOMA RAILWAY AND POWER COMPANY, *Respondent*.**

The complaint filed with the Commission in this case charged that rates from Spanaway, (Lake Park) to the city limits of the city of Tacoma were prohibitive, exorbitant and excessive. Hearing was held at Tacoma on November 10, 1913, and parties to the proceeding allowed time within which to file briefs. Waiting on briefs.

No. 754

**PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF THE
TOWN OF KRUPP, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY,
Respondent.**

An order having been entered in this cause by the Commission on November 7th, 1912, requiring respondent's west bound train No. 3, arriving at the Town of Krupp at 10:43 P. M., to be stopped daily at the station of Krupp for the purpose of receiving and discharging passengers, and the respondent, having on January 11, 1913, filed its petition for the modification of such order to the extent of relieving said train from making stops at said station so long as a certain local freight train service should be continued by the railway company, a

hearing was held on February 11, 1913, evidence introduced and cause submitted.

The Commission, having found that the train which respondent proposed to substitute for the service rendered by train No. 3, would not furnish the citizens of Krupp an adequate or sufficient service, entered an order in said cause, on March 25, 1913, denying the petition of the railway company for modification of said order of November 7, 1912.

No. 762.

IN THE MATTER OF THE VALUATION OF THE PROPERTY OF THE WHATCOM COUNTY RAILWAY AND LIGHT COMPANY.

Hearing was held at Bellingham, on October 2, 1912, and after full consideration of all the evidence in said cause, including the reports and estimates of the chief engineer of the Commission and of the engineer representing the Whatcom County Railway and Light Company, the Commission, on March 26, 1913, made and entered its findings wherein the Commission found the fair value of the property of the Whatcom County Railway and Light Company, used and useful in furnishing service to the public, to be \$2,150,000, divided as follows:

Railway system	\$1,100,000
Light and Power system	750,000
Gas system	300,000
Total	<u>\$2,150,000</u>

No. 793.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* THE EVERETT COMMERCIAL CLUB, INCORPORATED, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*, AND TRANSPORTATION BUREAU OF THE NEW SEATTLE CHAMBER OF COMMERCE, *Intervenors*.

On June 1, 1909, the Transportation Bureau of the Seattle Chamber of Commerce and the Transportation Bureau of the Tacoma Commercial Club filed a complaint with the Commission alleging that the distributive freight rates at Seattle and Tacoma were unreasonable. The Commission, desiring to investigate freight rates throughout the entire state, notified the other distributive centers in the state to intervene in the proceeding and become parties thereto. The case was known as the "Distributive Rate Case," being cause No. 30. After nearly two years of investigation of the freight rate situation in the state, and on May 1, 1911, the hearing in said cause No. 30 was commenced in the city of Tacoma and continued for a period of eleven days. On February 5, 1912, the Commission entered its order in said cause No. 30, the salient features of which were as follows:

1. The Commission found that the existing tariff rates of the

Northern Pacific Railway Company and of the Great Northern Railway Company were unjust, unreasonable and excessive.

2. The Commission found that fourteen towns and cities in the state were jobbing centers, and designated them as "distributing points."

3. The Commission fixed a just and reasonable schedule of rates to be applied as maximum distributing rates by the Northern Pacific and Great Northern railway companies "*from and to* all distributing points," providing that such rates "*should be made to read 'between,'* so as to cover freight moving *into* as well as *out of* such distributing points."

4. The Commission found that just and reasonable distance tariff rates should not exceed distributive rates by more than ten per cent.

The effect of said order was to materially reduce freight rates in the state. On March 2, 1912, the carriers filed new tariffs in compliance with said order, putting the reduced rates into effect. In April, 1912, the carriers filed two cases in the Federal Court praying that the Commission be restrained from enforcing said rates, upon the ground that the same were so low as to be confiscatory and would not allow them to make a reasonable return upon the value of their property within the state. The Commission filed demurrers to said complaint, which demurrers were after argument sustained by the court. At the time of the hearing in this cause (No. 793) no amended complaint in said court proceeding had been filed by the carriers.

On September 18, 1912, the Everett Commercial Club filed complaint with the Commission against the Great Northern Railway Company, cause No. 793, alleging that said railway company was wrongfully interpreting the distributive rate order by charging the same rates on certain commodities, particularly grain and mill feed, from points east to Everett that it charged on the same commodities for greater distances to Seattle and Tacoma, and praying that such commodity rate to Everett be made to bear the same relation to Seattle and Tacoma commodity rates that the class rates between Everett and points east bore to the class rates of Seattle and Tacoma. No hearing was had on this complaint for the reason that complainant notified the Commission some time after the filing of the complaint, that negotiations for settlement were pending.

On November 2, 1912, the Great Northern Railway Company filed in said cause No. 793, an application praying for a modification of the distributive rate order in the following particulars:

1. Said railway company set forth a written agreement purporting to settle the Everett complaint above mentioned, the terms of said agreement being:

(a) The Great Northern Railway Company was to reduce rates on grain, flour and mill feed to Everett from all points between Mansfield and Cashmere, one cent per hundred pounds; (b) in consideration of this reduction, Everett consented that the Great Northern Railway

Company might publish another tariff increasing the first class freight rate, Everett to Spokane, from ninety-three cents per hundred pounds, as prescribed in the distributive rate order, to ninety-nine cents, such increase involving corresponding increase in all class rates lower than first class, and also involving material increase in class rates between Everett, Vulcan and Fort Wright and all stations between Vulcan and Fort Wright; (c) both parties asked that the distributive rate order be modified accordingly.

2. Said railway company alleged that in order to equalize this increase in class rates east-bound, it should be allowed to make similar increase in class rates west-bound, such increase applying between Spokane, Cascade Tunnel and Ballard, and all stations between Cascade Tunnel and Ballard.

3. Said railway company alleged that the insertion in the distributive rate order of the requirement that the distributive rates should read "between" and should apply "from and to all distributive points" and cover freight "moving into as well as out of such distributive points," was due to inadvertence on the part of the Commission; that there was nothing in the evidence which justified the requirement, and that the order should be modified so that said rates should apply *out of* distributing points only.

On December 10, 1912, this cause (No. 793) came on for hearing on said application of the Great Northern Railway Company. Said railway company offered no evidence whatever. The application was submitted without proof, save and except the testimony in the Distributive Rate Case, which testimony was offered as a part of the application to be considered in connection with it.

In disposing of said application, the Commission stated in part and in substance that in order to secure a reduction of one cent per hundred pounds on grain, flour and mill feed, from the Mansfield branch of the Great Northern Railway, Everett had asked the Commission to sanction a substantial increase in the class rates fixed by the Commission after an extensive investigation and hearing, which increase in rates not only affected Everett, but many other towns in the state as well, none of which other points had consented to the proposed increase. That if Everett were the only city whose interests were affected, some serious consideration could be given to this agreement with the railway companies. That if Everett was justly and legally entitled to a lower rate on grain, flour and mill feed than Seattle and Tacoma, owing to the shorter haul, such relief could be obtained without involving an increase in class rates prescribed in the distributive rate order. That prior to the hearing in the Distributive Rate Case, tariffs made by the carriers themselves contained distributive rates reading "between" and applying *from and to* distributive points. That with the exception of Spokane, such practice was general throughout the state. That said carriers had introduced in evidence in said Distributive Rate Case many tariffs then in force which read "between." That, therefore, the

insertion of said requirement in the distributive rate order did not introduce any new or startling doctrine in rate making, but the Commission simply adopted an established practice and custom of the carriers which seemed just and reasonable. That under the operation of said provision the class rates from the smaller towns into the distributing points have been the same as the class rates from such points to the smaller towns. That to eliminate such provision would mean that the shippers in all the small towns of the state would be subjected to a ten per cent increase in all class rates to the distributing centers while the class rates out of the distributing points would remain the same. That during the summer months following said hearing, Commissioners Fairchild, Lawrence and Jones gave the testimony the most careful consideration, and had prior to the month of October, 1911, reached an unanimous decision as to what the provisions and requirements of the order should be, without, however, having made a formal draft of the same; that on October 8, 1911, Commissioner Fairchild died, and in the following month Commissioner Lee was appointed in his place; that a final draft of the order was completed in the early part of the year 1912, which order was in every material feature exactly in accord with the decision reached by Commissioners Fairchild, Lawrence and Jones; that before the order was signed, Commissioner Lawrence resigned, and the order was thereafter on February 5, 1912, signed by Commissioners Jones and Lee; that the only testimony before the Commission was the record in the Distributive Rate Case; that there was ample testimony in that record to justify the requirements of the order making distributive rates read "between" and applicable both "from and to" distributive points; that in the absence of any additional evidence or of a further showing by the carriers, said requirement should not be modified. That during the course of the argument in cause No. 793 the attorneys for the Great Northern Railway Company and the Northern Pacific Railway Company stated that if the application of the Great Northern Railway Company was granted in its entirety, the carriers would dismiss the "confiscation suits" pending in the Federal court; that this was undoubtedly on the theory that the proposed increase in freight rates would leave nothing remaining of the essential points in controversy in those cases; that the Commission had been strongly urged to grant the application in order to settle such litigation, and that such proposition had been given due consideration. That while the Commission would like to see the distributive rate litigation terminated, yet it did not believe that it would be justified in securing such result by consenting to the radical modification requested involving substantial increase in freight rates and involving an injustice to all the smaller towns of the state.

The Commission therefore ordered that the application of the Great Northern Railway Company be denied and that such cause (No. 793) in so far as it involved the original complaint of the Everett Commercial Club be continued for further hearing and consideration.

Chairman George A. Lee dissented.

On May 2, 1913, the Commercial Club of Tacoma, and on May 3, 1913, the New Chamber of Commerce of Seattle, intervened in said cause No. 793, and on June 12, 1913, hearing was held at Everett before Chairman M. M. Godman and Commissioner Arthur A. Lewis, and said cause was taken under advisement by the Commission and the parties granted leave to file briefs. The Everett Chamber of Commerce filed its brief on July 12, 1913, and the Transportation Bureau of Tacoma Commercial Club and Chamber of Commerce filed its brief on October 22, 1913. Under advisement.

No. 808.

IN THE MATTER OF THE INVESTIGATION OF WRECK ON THE NORTHERN PACIFIC RAILWAY AT MAYWOOD, AUGUST 30, 1912.

On December 15, 1912, after investigation, the Commission recommended that the Northern Pacific Railway Company install better identification signals on its engines. In view of the fact that the subject matter of the inquiry in this investigation was considered within the exclusive jurisdiction of the Interstate Commerce Commission and within the scope of the Federal Safety Appliance Laws, and of the fact that the recommendations made by the Commission were taken under consideration by the railway company the inquiry was held in abeyance. Subsequently, the railway company complied with the recommendation, and the investigation was closed.

No. 830.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF TRANSPORTATION BUREAU OF TACOMA COMMERCIAL CLUB AND CHAMBER OF COMMERCE, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

The Great Northern Railway Company having published its local tariff of class rates, G. F. O. No. 23784, effective October 15, 1912, cancelling and superseding tariff G. F. O. No. 23670, which tariff G. F. O. No. 23784 contained numerous rates in excess of those contained in tariff G. F. O. No. 23670, and complaint having been filed challenging the justness and reasonableness of said tariff G. F. O. No. 23784, an order was entered on October 14, 1912, suspending said tariff G. F. O. No. 23784 for a period of ninety days from October 15, 1912.

On October 23, 1912, a hearing was held upon the application and motion of the Great Northern Railway Company to set aside said order of suspension entered October 14, 1912, and the Commission, after hearing argument for and against said application and motion, ordered that the suspension order entered in said cause on October 14, 1912, be cancelled, set aside and vacated, and the Great Northern Railway Com-

pany authorized to put said tariff in full force and effect on and after October 23, 1912.

March 7, 1913, an amended complaint was filed in said cause, and on said date hearing was held in said cause before Chairman George A. Lee and Commissioners Jesse S. Jones and Harry E. Wilson, and the Commission entered an order, on March 31, 1913, dismissing said action, for the reasons below stated:

"Complainant challenges the lawfulness of the rates carried in Great Northern Tariff G. F. O. No. 23,784, W. P. S. C. No. 326, effective October 15, 1912, being a local tariff of class rates cancelling and superseding Great Northern Tariff G. F. O. No. 23,670, W. P. S. C. No. 325, effective July 8, 1912. Complainant claims that the later tariff is unduly discriminatory against Tacoma because the rates from Tacoma are higher than from Seattle to points on the main and branch lines of the Great Northern Railway east of Monroe, and because the differentials against Tacoma are somewhat higher than those prevailing prior to March 2, 1912, the effective date of the distributive rate order of this Commission. At the hearing it appeared that none of the rates complained of exceed the maximum rates established as just and reasonable by the distributive rate order, which maximum rates the complainant admits are in themselves just and reasonable. The rates and differentials complained of result from the fact that the points on the main and branch lines of the Great Northern Railway east of Monroe are forty miles nearer Seattle than Tacoma. There is no prohibition in the distributive rate order against the Great Northern Railway Company taking this mileage into consideration in fixing its rates. Assuming as the Commission must do in this proceeding, that rates which do not exceed the distributive rate order are not inherently unjust and unreasonable, and that the defendant may charge rates which do not exceed that scale, the Commission is compelled to conclude that the charge of unlawfulness is not sustained and that this action must be dismissed, and it is so ordered,

"In dismissing this complaint, however, the Commission does not wish to be understood as holding that the commercial conditions which formerly influenced the Great Northern Railway to give a substantial equality of rates from Tacoma and Seattle to points east of Monroe may not properly be taken into consideration, if the railway company in exercising its discretion within the limits of the distributive rate order sees fit to restore that equality."

No. 835.

PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF CITY OF KENNEWICK, *Complainant*, v. SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY, *Respondent*.

It appearing to the Commission from a statement filed in this cause by the relator, that the matters complained of by the relator had been

satisfactorily adjudged between the parties, the Commission, on August 8, 1913, entered an order of dismissal herein.

No. 878.

IN THE MATTER OF THE INVESTIGATION OF REAR END COLLISION AT RIVERTON ON THE PUGET SOUND ELECTRIC RAILWAY, NOVEMBER 23, 1912.

The Commission convened in the Federal Court room in the city of Tacoma, on December 12, 1912, for the purpose of investigating the above entitled subject. Witnesses were sworn and examined and hearing concluded. The Commission found, in substance, that a rear end collision between a local passenger train and an extra freight motor occurred at Riverton, on the Puget Sound Electric Railway, at approximately 9:19 o'clock A. M., November 23, 1912. That said freight motor (No. 600) traveling at a speed of from eighteen to twenty miles per hour, collided with the rear coach of local passenger train No. 10, which was standing at Riverton station receiving and discharging passengers; that no lives were lost in this accident, but that many persons then in said passenger train were more or less seriously injured; that said passenger train, consisting of two engines, left Tacoma at 8:00 o'clock A. M. in charge of Motorman Fred Coupland and Conductor J. W. Keatley, passing freight motor No. 600 at Kent, at 8:54 A. M.; that said freight motor was north-bound and in charge of Motorman J. E. R. Caldwell and Trainman Walter Hobson, and left Puyallup Avenue yards at 8:00 A. M.; that Motorman Caldwell had eight years previous experience as fireman and engineer on the Northern Pacific Railway and had been in the employ of the Puget Sound Electric Railway Company about seven months; that Trainman Hobson had no previous railroad experience, and had been in the employ of the Puget Sound Electric Railway Company for three weeks; that he was formerly employed in a sawmill; that he had never been examined as to his knowledge or familiarity with the published rules of the Puget Sound Electric Railway Company covering the operation of its trains; that his knowledge of railway equipment and methods of operation of the Puget Sound Electric Railway Company was very limited and meager. That the published rules of the Puget Sound Electric Railway provided and required that trains should maintain a clearance or interval of not less than five minutes. That from August 1, 1912, a bulletin issued by the Puget Sound Electric Railway Company had been in effect requiring all freight trains to slow down and to maintain a speed of not to exceed six miles per hour over the crossing of the county highway at Riverton. That local passenger train No. 10 left Renton junction four minutes late; that said train made five stops between Renton junction and Riverton and was standing at Riverton approximately thirty seconds before being struck by said freight motor, which collision occurred between 9:19 and 9:20 o'clock A. M. That north-bound limited passenger train No. 172 left Tacoma at 8:35

A. M. and was due at Riverton at 9:29 A. M., or six or seven minutes after the time of the accident at that point; that said train No. 172 was not scheduled to stop at Riverton; that the distance from Renton junction to Riverton was approximately two miles and that had no accident occurred at Riverton, under the ordinary operating conditions at that point freight motor No. 600 would have had to proceed to Riverton siding one quarter of a mile north to clear the main track for train No. 172. That there was considerable fog along the railway extending from Renton junction to Riverton, which tended to obscure the view; that according to the testimony of Motorman Caldwell, through some fault in the mechanism of freight motor No. 600, the air pressure had become reduced to an extent which rendered the air brakes on said motor practically useless; that the testimony of other witnesses clearly established the fact that said freight motor No. 600 was in good working order upon leaving Tacoma; that said motor was equipped with hand brakes, had been regularly inspected and that no report of any trouble in connection therewith had been registered for some time past.

The Commission concluded that said accident was caused by failure of Motorman Caldwell in charge of freight motor No. 600 to observe the published rules of the Puget Sound Electric Railway Company requiring a five-minute interval between all trains, and his failure to have his motor under control when approaching Riverton, thereby being unable to slacken speed in order to cross the public highway at that point at a speed not to exceed six miles per hour, as provided in said bulletin. That it was evident from an examination of the time card that freight motor No. 600 should not have been permitted to leave Renton junction until north-bound train No. 172 had passed that point. The Commission did not pass upon the question as to where the fault in this regard should be placed. It was satisfied in view of all the circumstances and conditions that it was impossible for freight motor No. 600 to observe the rule requiring it to keep five minutes behind local passenger train No. 10 and still be able to get into the clear at Riverton siding a quarter of a mile beyond Riverton in time to avoid blocking north-bound train No. 172; that had freight motor No. 600 approached Riverton under full control and had no accident occurred at that point, it would still have been impossible for said freight motor to have maintained the required five-minute interval between it and local passenger train No. 10 and still have cleared the main track at Riverton before the arrival of north-bound train No. 172 at that point. The Commission stated that it did not approve of the practice of the Puget Sound Electric Railway Company in permitting inexperienced employes to perform the duties of trainmen, or to be in any way connected with the operation of trains at all without passing satisfactory examination as to their familiarity with the equipment; that Walter Hobson, conductor and trainman on freight motor No. 600, testified that he was not thoroughly familiar with the published rules of said

railway company concerning the operation of its trains; and that while there was no evidence that Hobson's inexperience and lack of familiarity with said rules caused or contributed to the accident, such inexperienced employes should not be permitted or required to assist in the operation of motors or trains. The Commission condemned the rule of said railway company providing for a clearance or interval of only five minutes between trains, and stated that it believed that said rule should be changed so as to read "not less than ten minutes" as applied to the movement of freight motors, work trains and extras.

No. 879.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* CITIZENS PROGRESSIVE CLUB OF COSMOPOLIS, WASHINGTON, *Complainant*, v. THE GRAYS HARBOR RAILWAY AND LIGHT COMPANY, *Respondent*.

Complaint was filed with the Commission, praying for an order fixing and establishing certain passenger rates between Aberdeen and Cosmopolis. Proceedings in this cause are waiting upon physical valuation of the properties of the respondent.

No. 883.

IN THE MATTER OF THE VALUATION OF THE PROPERTY OF THE SEATTLE, RENTON & SOUTHERN RAILWAY COMPANY.

In March, 1913, at an election held in the city of Seattle, the qualified voters of said city adopted a proposition known as Proposition "A" authorizing the city council of that city to enter into a contract with the Seattle, Renton & Southern Railway Company for the joint operation of the railway owned by that company, which proposition provided for valuation of said railway by the Public Service Commission of Washington, or by appraisers selected by the city of Seattle and said company in the event that such Commission could not make such valuation within ninety days. On October 7, 1913, application was made to the Commission for an appraisal as provided in said Proposition "A." On account of the large volume of work then pending, it was not possible to commence and complete such appraisal within the time stated. Therefore, the Commission for the purpose of making the matter of record, entered in its minutes a resolution stating that there was then pending before it, approximately seventy-six formal proceedings for hearing and determination, including the valuation of property of the Pacific Power and Light Company in this state, the investigation as to the proposed air line toll rates of the Pacific Telephone & Telegraph Company, the valuation of the properties of the Tacoma Railway and Power Company, the valuation of the Grays Harbor Light and Power

Company, the valuation of the Pacific Traction Company, as well as many other matters of lesser importance, and that by reason thereof it was not possible to enter upon and complete an appraisal of the property of the Seattle, Renton & Southern Railway Company within ninety days.

No. 897.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF W. M. CHANDLER, *et al.*, *Complainants*, v. SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY, *Respondent*.

Complaint having been filed in this cause, alleging that respondent refused to grant side track facilities at Mount Pleasant, a hearing was held at Mount Pleasant on January 10, 1913, during the course of which hearing the respondent agreed to install satisfactory side track facilities, and on November 29, 1913, it appearing that respondent had complied with its agreement in regard thereto, an order was entered by the Commission dismissing this action.

No. 916.

BEFORE THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF CHEHALIS PRODUCE COMPANY, I. P. CALLISON, PROPRIETOR, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY, NORTHERN PACIFIC RAILWAY COMPANY, CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY COMPANY, AND OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, *Respondents*.

Hearing held January 8, 1913, testimony introduced and the Commission:

"Ordered that this complaint be, and the same is hereby dismissed, for the reason that since the filing of this complaint, Western Classification No. 51, effective February 15, 1913, has superseded Western Classification No. 50, and that Classification No. 51 provides a third class rate on cascara bark in car load, minimum weight 24,000 pounds, 36-foot car; that Classification No. 51 applies to the territory West of the Mississippi River, and it does not appear to the Commission that there exists any reason why exception should be made to such Western Classification applying locally in the State of Washington."

No. 918.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF GEORGE BIBBS, *et al.*, *Complainant*, v. BELLINGHAM & NORTHERN RAILWAY COMPANY, *Respondent*.

Hearing held January 22, 1913, testimony introduced and the Commission found that the Bellingham & Northern Railway Company,

which operates a line of railroad through the town of Clearbrook, Washington, discontinued the maintenance of an agent at said point; that Clearbrook is located three miles west of Sumas and 4.4 miles east of Everson, at both of which stations respondent maintained agents. That Clearbrook consisted principally of one general store, one blacksmith shop, one small grist mill, one shingle mill and a few houses occupied by men employed in the shingle mill, the total population approximating 100 people; that the total amount of freight and passenger revenue received by respondent during the year 1912, on account of freight and passengers destined to and from said station, amounted to \$3,781.60, exclusive of revenue from shingle bolts and shingles, all of which material was handled by telephone orders; that the maintenance of an agent at Clearbrook would not greatly aid or facilitate the business of said shingle mill; that the gross revenue from all freight and passenger business to and from Clearbrook, including the sum above specified, is less than \$800.00 per month; that the salary and expense incident to the maintenance of a station agent at said place would approximate \$85.00 per month; that the combined freight and passenger revenue is not sufficient to justify the maintenance of an agent at said place; that the maintenance of stations and station agents at points from three to four miles from Clearbrook, both east and west, affords a reasonably satisfactory and sufficient service. After said hearing, respondent arranged a messenger express receipt service, which relieved the general cause of complaint.

For the reasons stated, an order dismissing said action was entered on January 31, 1913.

No. 933.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
M. KULZER, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY,
Respondent.

Hearing held on March 4, 1913, the parties stipulating to submit the cause on the facts as stated in the complaint and answer, which facts were substantially as stated below:

On December 18, 1911, the Public Service Commission of Washington, after hearing and investigation, entered an order in Cause No. 254 requiring certain changes to be made by the Great Northern Railway Company in its rates applicable to the Marcus Division, which order among other things, provided that the item designated as "Washington State Distance Rates" applying on grain, grain products, flax seed, hay, potatoes and onions as shown in section 2, page 18 of Great Northern Railway G. F. O. No. 22,444, supplements thereto, and reissues thereof, shall so extend as to apply as the maximum rates to be charged between all stations in Washington on the Marcus Division of the Great Northern Railway, and between all such stations in Washington on the Marcus Division and all other stations on the

Great Northern Railway in the State of Washington, and that the application of such tariff and the rules and regulations governing such rates shall be made as shown on page 89 of said Great Northern Railway G. F. O. No. 22,444. Said order was served on the respondent railway company, December 22, 1911. Thereafter the Great Northern Railway Company made and published and filed with the public service commission of Washington, January 11, 1912, a revision and modification of its tariffs conformable to the terms and directions contained in said order, except as stated below; said revision and modification of said tariff G. F. O. No. 22,444 is known as Supplement No. 5, thereof, and by the terms of said supplement No. 5, the rates promulgated therein became effective and available to shippers February 13, 1912. The lawful rate for the distribution of flour and feed in car loads from Spokane to Chewelah prior to the modification and revision required by said order, was 17 cents per hundred weight; under tariffs conforming to said order the rate was reduced to 11 cents per hundred weight.

On January 19, 1912, the Centennial Mill Company of Spokane shipped to M. Kulzer, the plaintiff, of Chewelah, one carload of flour and feed weighing 30,630 pounds on which respondent charged and complainant was required to pay and did pay a rate of 17 cents per hundred weight, making a total charge of \$52.05 for said carload.

CONCLUSIONS.

Upon the facts above stated the Commission concluded:

That said order of December 18, 1911, which was served on respondent December 22, 1911, required that the rates therein provided for be available to shippers twenty days after date of service, that is on January 11, 1912.

That the tariff supplement filed in pursuance of said order conformed thereto in all particulars, except that the effective date thereof was illegally fixed as February 13, 1912, instead of January 11, 1912; that in postponing the effective date of said tariff supplement to February 13, 1912, the respondent failed to conform to the requirements of said order served December 22, 1911. That the lawful rate in force on January 19, 1912, for flour and feed in carloads from Spokane to Chewelah was 11 cents per hundred weight; that the 17 cents per hundred weight charged by respondent and paid by the complainant was in excess of the legal rate and respondent was not entitled to charge the same, and that complainant was entitled to have refunded by the respondent the amount collected in excess of 11 cents per hundred weight, or \$18.35, with interest from the date of collection.

On March 26, 1913, an order was entered in this cause requiring the Great Northern Railway Company to refund to M. Kulzer, the sum of \$18.35, with interest from the date of collection.

No. 936.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* KING COUNTY GRANGE No. 13, AND ROBERT MAIN, *Complainant*, v. PUGET SOUND TRACTION, LIGHT & POWER COMPANY, *Respondent*.

Complaint filed praying for an order requiring respondent to make and charge rates equal to one-half the regular fare for school children on the respondent's railway line between Seattle and Tacoma. Cause pending.

No. 943.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* R. A. HUTCHINSON, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*, FARMERS' EDUCATIONAL AND COOPERATIVE UNION OF DOUGLAS COUNTY, *Intervenors*.

Hearings held at Spokane July 24, 1913, and at Mansfield September 22, 1913. Introduction of testimony concluded and parties allowed time within which to file briefs. Waiting on briefs.

No. 944.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF OPPORTUNITY-VERA COMMERCIAL CLUB, *Complainant*, v. SPOKANE AND INLAND EMPIRE RAILROAD COMPANY, *Respondent*.

Hearing held at Spokane April 10, 1913. Witnesses were sworn and examined, cause submitted, and the Commission having made and entered its findings of fact, entered its order requiring that respondent erect and maintain shelter stations at Stations No. 8 and 19, on the Opportunity-Vera line and that respondent operate trailers in connection with the cars inbound to Spokane and passing Opportunity station at 7:12 A. M. and 8:12 A. M.

No. 955.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* J. F. BIRNEY, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, A CORPORATION, *Respondent*.

Complaint was filed in this cause on the relation of J. F. Birney, a civil engineer and miner of Everett, praying for an order requiring the respondent to put its branch railroad, known as the Monte Cristo branch, in operation. Under the direction of the Commission, an inspection of the Monte Cristo branch was made under the supervision of Mr. F. S. Burroughs, chief engineer of the Commission, and estimates of the probable cost of repairing such line sufficient for the operation of one train a week for a period of two years, were made by Mr.

Burroughs, who reported to the Commission that such repairs would cost approximately \$23,200. Cause was assigned for hearing on May 8, 1913, but was continued subject to call, pending an adjustment of the matter complained of. On June 16, 1913, the Commission was advised by letter from Mr. McMurchie of Everett, representing the relator and other mining operators in said district, that a satisfactory arrangement had been made with the respondent whereby respondent agreed to expend approximately \$5,000 at once in placing the line in condition for light traffic, and authorized the relator to operate a gasoline car with trailer between Silverton and Monte Cristo, with assurance that when further business for the road is developed, respondent would place the road in condition for regular traffic and operate same regularly, and that the relator and other mining operators in said district were satisfied that such arrangement would furnish them such convenience for the season of 1913 as they could reasonably require, and would permit their development going forward.

The case was retained on the docket subject to further proceeding should same become necessary.

No. 963.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. SPOKANE & INLAND EMPIRE RAILROAD COMPANY, *Respondent*.

Complaint was filed in this cause by the Public Service Commission of Washington, for the purpose of inquiring into the reasonableness and lawfulness of the rates named in Tariff W. P. S. C. No. 69 and Supplement No. 4, thereto, particularly the commodity rate of five cents per hundred pounds from Spokane Bridge to Spokane, on grain, flour and mill feed.

Respondent's Tariff No. 69 contained a schedule of distance commodity rates on grain, flour and mill feed, providing a rate on flour, grain and mill feed from Spokane to Spokane Bridge of six cents per hundred pounds. The complaint challenged the rate of six cents per hundred pounds on east bound shipments as unjust and unreasonable and discriminatory and prejudicial in favor of west bound shipments.

After the commencement of this action the respondent agreed to, and did, put in force a rate of five cents per hundred pounds on grain, flour and mill feed, applicable to shipments moving from Spokane to Spokane Bridge, thus removing such discrimination and preference in favor of west bound shipments. Whereupon the Commission ordered that said complaint be, and the same was, by such order dismissed.

No. 964.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* BLUE CREEK IMPROVEMENT CLUB, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

Complaint was filed by the Blue Creek Improvement Club, praying for an order requiring the respondent to install and maintain an agency

at Blue Creek, in Stevens County, Washington. The Commission secured from the respondent statements relating to the revenues from freight shipped to and from said station and other material information. Cause pending.

No. 968.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF NORTH COAST LUMBER COMPANY, P. H. DUFFY, HARRISON & HOWLAND, CO-PARTNERS, *Complainants*, v. NORTHERN PACIFIC RAILWAY COMPANY AND OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, *Respondents*.

Complainants petitioned for an order requiring joint rates on the lines of the respondents, from all points west of Easton, Washington, to Midvale and to Sunnyside in Yakima County, Washington, and joint rates on coal shipped from the Roslyn and Cle Elum coal district in Washington to Sunnyside, Washington, and that the rule of the Northern Pacific Railway Company that no cars from Magrom, Washington, be shipped via the Oregon-Washington Railroad and Navigation Company line from that place, be rescinded, and that the Northern Pacific Railway Company, when requested, route via the Oregon-Washington Railroad & Navigation Company.

Hearing was held, testimony introduced, cause submitted and findings of fact made and entered. Whereupon the Commission

ORDERED

That the Northern Pacific Railway Company, within thirty days from and after service of such order, establish, put in force and make available to shippers a joint rate on coal in carloads from Roslyn and other mines in the same group, to Midvale, not exceeding \$1.90 per ton, and permitting said carriers to arrange a division of such joint rate, and providing for further hearing for the purpose of making such division in event of the failure of such carriers to arrange same by agreement.

The complaint in all other respects was dismissed.

No. 977.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF WASHINGTON STATE HORTICULTURAL ASSOCIATION, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Complaint was filed and this cause was assigned for hearing at Spokane on May 27, 1913, upon which date complainant and respondent appeared before the Commission and upon motion of complainant hearing was continued indefinitely.

Subsequently, complaint was filed by the *Spokane Jobbers' Exchange vs. Northern Pacific Railway Company*, Cause No. 1553 involving the same subject matter which relator intended to submit to the Commission in Cause No. 977. (See Cause No. 1553.)

No. 980.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF EVERETT COMMERCIAL CLUB, *Complainant*, v. CHICAGO-MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Respondent*. THE TRANSPORTATION BUREAU OF THE NEW SEATTLE CHAMBER OF COMMERCE, AND THE TRANSPORTATION BUREAU OF THE TACOMA COMMERCIAL CLUB AND CHAMBER OF COMMERCE, *Intervenors*.

This cause came on for hearing on June 12, 1913, and it appearing that an amicable adjustment of the matter in controversy had been made between the parties to the above entitled cause, an order was entered dismissing same.

No. 991.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Complaint was filed by the Public Service Commission of Washington in this case for the purpose of investigating and inquiring into the reasonableness and adequacy of the service afforded by respondent over its Monte Cristo branch. Cause still pending.

No. 1507.

IN THE MATTER OF THE INVESTIGATION OF THE WRECK OF THE OREGON-WASHINGTON RAILROAD AND NAVIGATION COMPANY'S TRAIN No. 362, NEAR LAKEVIEW, WASHINGTON, MAY 12, 1913.

Hearing was held by the Commission on May 14, 1913, at Tacoma, Washington. The Commission found that Oregon-Washington Railroad and Navigation Company's train No. 362 was derailed on May 12, 1913, on a tangent track near Lakeview, Washington, resulting in the death of three passengers and one employe of said company and slightly injuring several other passengers; that at the time of derailment the train was running approximately sixty miles per hour, and on the day and at the place of derailment a section crew, consisting of Foreman C. M. Antrim and six men, were engaged in replacing ties for a distance of from four hundred to five hundred feet in each direction from the point of derailment, and in the course of such work spikes had been drawn from old ties, but all of the old ties had not been removed. A part of the old ties had been removed and new ties

inserted, but not spiked to the rail and the ballast had been removed from between some of the ties. Under the dining car of the derailed train three or four ties were found from which spikes had been drawn and the dirt removed from between some of the ties. Evidence was introduced tending to prove that under the two rear cars of the derailed train 18 or 19 ties were not spiked. Six or seven witnesses testified that this condition of the rail did not make it dangerous or unsafe for a train to pass over at a speed of sixty miles per hour.

The Commission concluded that, while the testimony of these witnesses was entitled to much consideration; yet after weighing the same in connection with the testimony of other witnesses, the Commission was of the opinion that the evidence justified the conclusion that the direct cause of the derailment was the spreading, or rather the turning, of one rail in such a manner that the wheel or wheels of the cars traveled for a short distance along the web on the inside of the rail and that, while the causes of the turning of this rail could not be determined with absolute certainty, the Commission was of the opinion that the primary and principal cause thereof and of the derailment of said train was due to the fact that the track had been weakened on the day and at the point of derailment by reason of the removal of too many spikes from ties and the failure to spike and tamp new ties put in, and by removing ballast from between ties. The Commission was of the opinion, further, that the condition of the track, at the time of the derailment, called for a slow flag and had same been given in all probability the wreck would have been prevented.

No. 1523.

In re PETITION OF NORTHERN PACIFIC RAILWAY COMPANY FOR CERTIFICATE SHOWING CERTAIN LAND ACQUIRED FOR GRAVEL AT NOOKSACK, AND A SPUR TRACK LEADING THERETO, WERE UTILIZED IN FEBRUARY, 1913, AS OPERATING PROPERTY, AND THEREFORE SUBJECT TO ASSESSMENT BY THE STATE BOARD OF TAX COMMISSIONERS, AS OPERATING PROPERTY, FOR THE YEAR 1913.

Petition was filed on June 11, 1913, and after investigation, Commission found that the property mentioned above and described in said petition, was assessed for the year 1913, as commercial property; that all of said property was necessary for the use of said Northern Pacific Railway Company as operating property, and was actually used as operating property, by reason of which, said petition was granted and certificate accordingly issued by the Commission.

No. 1525.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* CENTRAL IMPROVEMENT LEAGUE, *Complainant*, v. TACOMA RAILWAY & POWER COMPANY, AND PACIFIC TRACTION COMPANY, *Respondents*.

Hearing held at Tacoma on November 10, 1913, testimony introduced, and parties allowed time to file briefs. Waiting on briefs.

No. 1528.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* TRANSPORTATION BUREAU OF THE NEW SEATTLE CHAMBER OF COMMERCE, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, AND GREAT NORTHERN RAILWAY COMPANY, *Respondents*, SPOKANE MERCHANTS' ASSOCIATION, SPOKANE CHAMBER OF COMMERCE, AND TACOMA COMMERCIAL CLUB, *Intervenors*.

Hearing held at Seattle, on October 1, 1913. Testimony introduced, and on October 10, 1913, oral argument was presented at Olympia and parties allowed time to file briefs. Waiting on briefs.

No. 1531.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF BURBANK COMPANY, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Complaint was filed by the Public Service Commission of Washington, on the relation of Burbank Company, praying that an order be entered requiring the respondent to shift its side track at Burbank to provide more room between the side track and the main track for the discharge of passengers; to renew or repair seats in the station room and for other relief.

A hearing was held at Burbank, and during such hearing an agreement was reached concerning improvements and changes, etc., which should be made by the respondent. Whereupon said hearing was adjourned pending compliance by respondent with the terms of such agreement, and on October 10, 1913, it appearing to the Commission that the respondent had complied with the terms of such agreement in a satisfactory manner, the Commission ordered that said action be, and it was, by such order dismissed.

No. 1539.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* F. W. BROWN, *Complainant*, v. PACIFIC NORTHWEST TRACTION COMPANY, *Respondent*.

Cause assigned for hearing at Everett, November 6, 1913, which assignment was vacated and cause continued, to be reset.

No. 1542.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF THE TRANSPORTATION BUREAU OF THE NEW SEATTLE CHAMBER OF COMMERCE, *Complainant*, v. THE GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

The Great Northern Railway Company having published and issued supplement No. 24, to the Great Northern Railway Company's G. F. O.

No. 22,525, which supplement canceled certain portions of the rates and charges theretofore carried in said G. F. O. No. 22,525, particularly items 300 and 307 of said tariff, making rates for switching service between Seattle and Ballard, Washington, and between Seattle and Interbay, Washington, respectively, and it appearing that the cancellation of said items 300 and 307 would increase rates and charges on certain commodities between Seattle and Ballard and between Seattle and Interbay; complaint having been made challenging the justness and reasonableness of said advances, and said supplement No. 24, being effective on said items on August 1, 1913, the Commission, on July 28, 1913:

"ORDERED, That said supplement No. 24, of the Great Northern Railway Company's G. F. O. No. 22,525, being supplement No. 24, to W. P. S. No. 382, be and the same is hereby suspended for a period of ninety days from August 1, 1913, unless this order be sooner dissolved:

"IT IS FURTHER ORDERED, That during said period of suspension all rates and charges in effect as named in items 300 and 307 of Great Northern Railway Company's G. F. O. No. 22,525 be and remain in force."

On September 30, 1913, hearing was held, testimony taken and cause submitted, and counsel for complainant and respondent granted leave to submit briefs.

On October 24, 1913, it appearing that the hearing in the above entitled cause could not be concluded within the period for which said supplement No. 24, was suspended by the foregoing order, the Commission:

"ORDERED, That the said supplement No. 24 to Great Northern Railway Company's G. F. O. No. 22,525, together with the advances resulting from the cancellation of the provisions, rates and charges covered by said items 300 and 307 be, and they hereby are, suspended for the further period of sixty days; that is, for a period of one hundred and fifty days from the time said supplement and said advances would otherwise go into effect."

Neither complainant nor respondent having filed briefs, this cause is still pending.

No. 1544.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* ROSLYN-CASCADE COAL COMPANY, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*, TRANSPORTATION BUREAU OF TACOMA COMMERCIAL CLUB AND CHAMBER OF COMMERCE, TACOMA GAS COMPANY, AMERICAN COAL COMPANY, CARBON HILL COAL COMPANY, ISSAQUAH AND SUPERIOR COAL MINING COMPANY AND EAST CREEK COAL COMPANY, *Intervenors*.

Hearing was held at Tacoma on November 19, 1913, testimony introduced and cause continued for further hearing.

No. 1546.

IN THE MATTER OF THE VALUATION OF THE PROPERTY OF THE TACOMA RAILWAY & POWER COMPANY.

Hearing was held in Tacoma on November 10, 1913, testimony introduced and hearing concluded. Under advisement.

No. 1549.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* H. S. SCHLAEFER, *Complainant*, v. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Respondent*.

Complaint was filed praying for an order requiring respondents to pay relator H. S. Schlaefer, the sum of \$98.00 on account of reciprocal demurrage. Hearing was held on September 18, 1913, at Rosalia, witnesses sworn and testimony introduced and cause concluded. Under advisement.

No. 1550.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF BERLIN BEOS. COMPANY, *Complainant*, v. PUGET SOUND ELECTRIC RAILWAY COMPANY, *Respondent*.

Hearing held at Seattle, on October 3, 1913, testimony introduced and cause submitted. The Commission found, among other facts, that during the years 1911 and 1912 the respondent delivered to the complainant at Kent, a considerable quantity of freight both from the city of Tacoma and the city of Seattle, and charged and received for the carriage of such freight, a greater compensation in the aggregate than the rates, fares and charges then in force for carrying of like freight over the same line and in the same direction, between Seattle and Tacoma, a greater distance. At the time of the carriage of such freight, respondent had not made application to this Commission for permission to make a greater charge in the aggregate for a longer than for a shorter haul, the shorter haul being included in the longer haul. The complainant sought to recover the amount of all charges collected in excess of the lawful charges then in force for the carriage of like freight between Seattle and Tacoma, a longer distance, the total overcharge claimed amounting to \$133.00.

It was agreed by the parties that the charges actually collected were not, when collected, excessive or exorbitant, and from the evidence before it, the Commission found that to be a fact.

The jurisdiction of the Commission was invoked under Section 91, of the Public Service Commission Law, authorizing the Commission to order the refund of overcharges when collected contrary to the requirements of that provision. Under date of December 16, 1912, the Commission was advised by the Attorney General, that this section

No. 22,525, which supplement canceled certain portions of the rates and charges theretofore carried in said G. F. O. No. 22,525, particularly items 300 and 307 of said tariff, making rates for switching service between Seattle and Ballard, Washington, and between Seattle and Interbay, Washington, respectively, and it appearing that the cancellation of said items 300 and 307 would increase rates and charges on certain commodities between Seattle and Ballard and between Seattle and Interbay; complaint having been made challenging the justness and reasonableness of said advances, and said supplement No. 24, being effective on said items on August 1, 1913, the Commission, on July 28, 1913:

"ORDERED, That said supplement No. 24, of the Great Northern Railway Company's G. F. O. No. 22,525, being supplement No. 24, to W. P. S. No. 382, be and the same is hereby suspended for a period of ninety days from August 1, 1913, unless this order be sooner dissolved:

"IT IS FURTHER ORDERED, That during said period of suspension all rates and charges in effect as named in items 300 and 307 of Great Northern Railway Company's G. F. O. No. 22,525 be and remain in force."

On September 30, 1913, hearing was held, testimony taken and cause submitted, and counsel for complainant and respondent granted leave to submit briefs.

On October 24, 1913, it appearing that the hearing in the above entitled cause could not be concluded within the period for which said supplement No. 24, was suspended by the foregoing order, the Commission:

"ORDERED, That the said supplement No. 24 to Great Northern Railway Company's G. F. O. No. 22,525, together with the advances resulting from the cancellation of the provisions, rates and charges covered by said items 300 and 307 be, and they hereby are, suspended for the further period of sixty days; that is, for a period of one hundred and fifty days from the time said supplement and said advances would otherwise go into effect."

Neither complainant nor respondent having filed briefs, this cause is still pending.

No. 1544.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* ROSLYN-CASCADE COAL COMPANY, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*, TRANSPORTATION BUREAU OF TACOMA COMMERCIAL CLUB AND CHAMBER OF COMMERCE, TACOMA GAS COMPANY, AMERICAN COAL COMPANY, CARBON HILL COAL COMPANY, ISSAQUAH AND SUPERIOR COAL MINING COMPANY AND EAST CREEK COAL COMPANY, *Intervenors*.

Hearing was held at Tacoma on November 19, 1913, testimony introduced and cause continued for further hearing.

No. 1546.

IN THE MATTER OF THE VALUATION OF THE PROPERTY OF THE TACOMA RAILWAY & POWER COMPANY.

Hearing was held in Tacoma on November 10, 1913, testimony introduced and hearing concluded. Under advisement.

No. 1549.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* H. S. SCHLAEFER, *Complainant*, v. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Respondent*.

Complaint was filed praying for an order requiring respondents to pay relator H. S. Schlaefer, the sum of \$98.00 on account of reciprocal demurrage. Hearing was held on September 18, 1913, at Rosalia, witnesses sworn and testimony introduced and cause concluded. Under advisement.

No. 1550.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF BERLIN BROS. COMPANY, *Complainant*, v. PUGET SOUND ELECTRIC RAILWAY COMPANY, *Respondent*.

Hearing held at Seattle, on October 3, 1913, testimony introduced and cause submitted. The Commission found, among other facts, that during the years 1911 and 1912 the respondent delivered to the complainant at Kent, a considerable quantity of freight both from the city of Tacoma and the city of Seattle, and charged and received for the carriage of such freight, a greater compensation in the aggregate than the rates, fares and charges then in force for carrying of like freight over the same line and in the same direction, between Seattle and Tacoma, a greater distance. At the time of the carriage of such freight, respondent had not made application to this Commission for permission to make a greater charge in the aggregate for a longer than for a shorter haul, the shorter haul being included in the longer haul. The complainant sought to recover the amount of all charges collected in excess of the lawful charges then in force for the carriage of like freight between Seattle and Tacoma, a longer distance, the total overcharge claimed amounting to \$133.00.

It was agreed by the parties that the charges actually collected were not, when collected, excessive or exorbitant, and from the evidence before it, the Commission found that to be a fact.

The jurisdiction of the Commission was invoked under Section 91, of the Public Service Commission Law, authorizing the Commission to order the refund of overcharges when collected contrary to the requirements of that provision. Under date of December 16, 1912, the Commission was advised by the Attorney General, that this section

did not authorize it to order refunds except when charges collected were found to be excessive, or exorbitant, even though such charges may have been irregularly published by the carrier. (See, Opinion of Attorney General at page of this report.)

On November 29, 1913, the Commission having made and entered its findings, of fact in said cause and concluded therefrom that said action should be dismissed, an order was entered by the Commission, dismissing said cause.

No. 1553.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *et rel.* SPOKANE JOBBERS EXCHANGE, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Complainant alleged that the respondent did on July 31, 1913, issue Supplement No. 2, to Northern Pacific Railway Company's Tariff No. 1660-B, being Northern Pacific Railway Company's Supplement No. 2, to W. P. S. C. No. 813, which provided, effective August 1, 1913, a rate on fruit and green vegetables, L. C. L. from Prosser, Washington, to Tacoma and Seattle, Washington, of fifty cents per hundred pounds, and from Prosser, Washington, to Spokane, Washington, of seventy-five cents per hundred pounds, and that such rates were discriminatory, unjust, unreasonable and prohibitive.

Hearing was held at Spokane, September 19, 1913, witnesses examined, testimony introduced and cause submitted. Thereafter respondent issued its Supplement No. 6 to Northern Pacific Railway Tariff No. 1960-B, being Northern Pacific Railway Supplement No. 6, to W. P. S. C. No. 813, which Supplement No. 6, canceled the rates complained of and eliminated character of service on which such rates were based, thereby removing the subject of controversy, in view of which the Commission on November 29, 1913, entered its order dismissing this action.

No. 1555.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* TRANSPORTATION BUREAU OF SEATTLE CHAMBER OF COMMERCE, MANUFACTURERS' ASSOCIATION OF SEATTLE, AND PACIFIC COAST SHIPPERS' ASSOCIATION, *Complainants*, v. GREAT NORTHERN RAILWAY COMPANY AND NORTHERN PACIFIC RAILWAY COMPANY, *Respondents*.

Complaint was filed with the Commission on August 20, 1913, and on October 3, 1913, hearing was held in Seattle, testimony introduced and the cause continued for further hearing at such time as the parties should agree upon.

No. 1557.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* JOHN R. CANON, AS MAYOR OF TUMWATER, *Complainant*, v. PORT TOWNSEND SOUTHERN RAILWAY COMPANY, *Respondent*.

Complaint was filed, alleging that respondent failed to provide sufficient facilities for the accommodation of freight and passengers at Tumwater, Washington.

Hearing was held at Tumwater on September 8, at which time the respondent agreed to make certain improvements at Tumwater, which were satisfactory to the complainant. Subsequently a change in the plans for such improvements was made, which necessitated some delay. This action will be retained on the docket pending completion of such improvements.

No. 1569.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* CITY OF SEATTLE, *Complainant*, v. PUGET SOUND TRACTION, LIGHT & POWER COMPANY, *Respondent*.

Hearing in this cause was held at Seattle, September 29, 1913, and concluded at Olympia, October 20, 1913. The Commission made and entered its findings of fact in said cause, of which the following is a copy:

I.

The complainant, city of Seattle, is a municipal corporation in the State of Washington; defendant, Puget Sound Traction, Light and Power Company, is a corporation owning and operating a street railway system in said city of Seattle.

II.

Said city of Seattle embraces within its limits, territory equal to approximately 58.75 square miles, exclusive of water area, and about 83 square miles including water area, and has a population of approximately 290,000 people, which population is distributed throughout the area embraced within the limits of said city, approximately as hereinafter stated with reference to districts numbered one to six, which city has been, for the purpose of this case, divided into districts as shown in complainant's "Exhibit No. 2," which districts are described as follows:

District No. 1, containing approximately 66,300 people, comprises all of that portion of said city situate south of Yesler Way. In the north central portion of District No. 1, is a large area of low land, formerly tide flats and marsh land, a large portion of which has been raised in elevation by filling, and is occupied by many industrial establishments such as shipbuilding yards, machine shops, flouring mills, lumber mills, packing houses, railroad terminals and wholesale

mercantile houses, wherein men and women are employed who must arrive at such establishments between seven and eight o'clock in the morning, and who leave such establishments for their respective homes between four-thirty and six o'clock in the afternoon, most of which employes live at a considerable distance from such establishments either in said district No. 1, or in various other districts hereinafter referred to.

District No. 2 is located between Yesler Way and Madison Street and extends from Elliott Bay to Lake Washington, which district has a population of approximately 42,794 people. The western portion of district No. 2 is in the business center of the city of Seattle. The central portion is occupied largely by family hotels, apartment houses and residences, and the eastern portion, extending from Broadway to Lake Washington, is occupied principally by residences.

District No. 3, extends from Madison Street northerly to Lake Washington canal and Union Bay, and from Fourth Avenue, Westlake Avenue and Lake Union on the west, to Madison Street and Lake Washington on the east, containing a population of about 62,604 people. That the southwest corner of said district is occupied by business houses, and that portion fronting on Lake Union is occupied largely by manufacturing plants of various kinds, the balance of said district being occupied by residences.

District No. 4 extends from Elliott Bay and Puget Sound on the south and west to Fourth Avenue, Westlake Avenue and Lake Union on the east, and Lake Washington canal and Salmon Bay on the north, containing approximately 48,433 people. The southern portion of this district is occupied by business places; that portion of this district which fronts on Elliott Bay from Madison Street to Smith's Cove waterway is occupied by wharves and warehouses and manufacturing plants wherein a large number of people are employed. That portion of this district which fronts on Lake Union, Lake Washington canal and a part of Salmon Bay, is occupied by lumber mills, boatbuilding yards and machine shops and other industrial establishments wherein a large number of men are employed, while the central portion extending from Westlake Avenue northwesterly to Fort Lawton is occupied principally by residences, except the lower lands lying between Twelfth Avenue West, and about Twenty-second Avenue West, which is occupied by railroad terminals, warehouses, manufacturing plants and other industrial establishments.

District No. 5 extends from Lake Union, Lake Washington and Union Bay on the south to the city limits on the north, and from Aurora Avenue on the west to Lake Washington on the east, containing a population of about 38,556 people. The southwestern portion of this district fronting on Lake Union is occupied by various manufacturing plants, while the remainder of said district is occupied principally by residences.

District No. 6 extends from Lake Washington canal and Salmon Bay on the south to the city limits on the north, and from Aurora Avenue on the east to Puget Sound on the west, and contains a population of approximately 34,835 people. That portion of district No. 6 which fronts on Lake Washington canal and Salmon Bay is occupied principally by lumber mills, boatbuilding plants, machine shops and other industrial establishments, while the remainder of said district is occupied principally by residences.

III.

That in the year of 1900, the city of Seattle, then being a municipal corporation of the first class and having power under the laws of the State of Washington to grant street railway franchises, enacted an ordinance known as Ordinance No. 5874 of the city of Seattle, by which ordinance said city granted to the defendant and its "grantors" a franchise for the operation of a street railway system in the city of Seattle, which franchise contained the following provisions in reference to fares and sale of tickets; that the grantees under the franchise might "establish" and take a passenger toll or fare which shall not exceed five cents for a single continuous ride; that such grantees shall "keep on sale for one dollar each, at their main office and power stations within the city, commutation tickets entitling the purchaser to twenty-five rides."

That defendant accepted said franchise and operated its street railway system thereunder, establishing and taking a passenger toll or fare of five cents for a single continuous ride, and keeping on sale for one dollar each at its main office and power stations within the city, commutation tickets entitling the purchaser to twenty-five rides, until on or about the month of July, 1911, when the defendant increased the number of places at which it kept on sale for one dollar each, commutation tickets entitling the purchaser to twenty-five rides, and has since said date kept on sale for one dollar each, commutation tickets entitling the purchaser to twenty-five rides, at the following points within said city:

1. *Ballard Office.* This office is located at 2020 Vernon Place, which is located in said district No. 6, at a point near Salmon Bay and about midway between the east and west boundaries of said district No. 6, and near the extreme southern boundary thereof. The office wherein such tickets are kept on sale is kept open to the public from 8:30 A. M. to 5:30 P. M. on week days only. This office is reasonably accessible for people living in the immediate vicinity thereof, but those living beyond reasonable walking distance from said office would not ordinarily have the opportunity of purchasing tickets at such office without paying an extra fare, as passengers on the street car lines of the defendant passing said office are not entitled, under the rules of the defendant, to leave the car at or near said office for the purchase of tickets and board the same, or another car without a second payment of fare, no

transfers being issued which would permit one to stop at that point and take the same or another car in the same direction.

2. *Fremont Car House.* This office is located in the Fremont Car House maintained by the defendant at or near the corner of Phinney Avenue and Ewing Street, and in the extreme southeast corner of said district No. 6. This office is open for the sale of tickets throughout the day and practically continuously throughout the night. In reaching the office where tickets are sold at this station, it is necessary when approaching from Fremont Avenue to pass over about sixteen car tracks, ten of which are outside of the building and six inside. The ticket office is located about 1,000 feet from the Fremont Avenue car line. Prospective purchasers of tickets may reach said office from Phinney Avenue without passing over street car tracks. Excepting the inconvenience and possible danger arising from crossing the numerous street car tracks when approaching this office from Fremont Avenue, this office is reasonably accessible to persons residing in the immediate vicinity thereof, but those who do not reside within reasonable walking distance of such office would ordinarily be required to expend an extra fare and consume considerable time in order to avail themselves of the opportunity of purchasing tickets at said office, by reason of the conditions referred to in the preceding paragraph relating to station No. 1.

3. *North Seattle Car House.* This office is in the car barn maintained by the defendant at or near the point of Fifth Avenue North and Republican Street, and is located near the extreme boundary of said district No. 4, and about midway between the northeasterly corner and the southeasterly corner of said district. This building is situated about sixty feet back from the street and tickets are sold in the inspector's office located in the corner of the building toward the street, but there is a sign on the door reading "No admittance, employees only." In order to secure tickets at this office, a patron must disregard said notice and pass around inside the building and into the trainmen's quarters. With this exception, this office is reasonably accessible to patrons of the defendant residing in the immediate vicinity thereof, but those who do not reside within reasonable walking distance of said office must pay an extra fare and consume considerable time to avail themselves of the opportunity of purchasing tickets thereat, by reason of the conditions hereinbefore referred to in relation to station No. 1.

4. *High School Pharmacy.* Tickets are sold by the proprietor of the High School Pharmacy, or his clerks, which pharmacy is located at the corner of Broadway and Pine streets near the southern boundary of said district No. 3 about one-third the distance between the southwestern corner and the southeastern corner of said district No. 3, and there is also located at this pharmacy a sub-postoffice station which is open at all hours, and this station is convenient and accessible to people living in the immediate vicinity thereof, but those who do not

live within reasonable walking distance of said station, must pay an extra fare and consume some time in order to avail themselves of the opportunity of purchasing tickets at said station, by reason of the conditions hereinbefore mentioned in relation to station No. 1, excepting those patrons who transfer between the Broadway line and the East Pine Street line which intersect at said station, some of whom may find it convenient to purchase tickets during such transfer.

5. *General Office.* Tickets are sold in the general offices of the company, which are located at the corner of Seventh Avenue and Olive Street, which is near the extreme western boundary of said district No. 3 and about eight or nine blocks from the southwest corner of said district. This office is open from 8:30 in the morning until 5:50 P. M. Several street car lines pass within one or two blocks of said office, and such location is convenient and accessible to people doing business in that vicinity, or who may reside within reasonable walking distance thereof, but those who do not reside or have business within reasonable walking distance thereof, would have to pay an extra fare and consume some time in order to avail themselves of the opportunity of purchasing tickets at said office, by reason of the conditions mentioned in relation to station No. 1.

6. *Swift Drug Company.* Tickets are sold by the proprietor of this drug store, or his employees. This drug store is located at the corner of Second Avenue and Pike Street, which is near the extreme southeast corner of said district No. 4. This drug store is open day and night, and is reasonably accessible to patrons of the defendant who reside or have business within reasonable walking distance thereof, but those who do not reside or have business within reasonable walking distance thereof would have to pay an extra fare and consume some time in order to avail themselves of the opportunity of purchasing tickets at said station, by reason of the conditions hereinbefore mentioned in relation to station No. 1, with the exception that patrons of said line who have occasion to transfer between lines intersecting near said station, might at times find it convenient to purchase tickets during such transfer.

7. *Madison Street Car House.* Tickets are sold in the inspector's office which is located in Madison Street car house at or near the corner of Madison Street and East Spring Street which is about one block from the nearest transfer point and is on the northern boundary of said district No. 2. Patrons of the defendant who seek to purchase tickets at said Madison Street car house, must pass through an entrance at which a sign is displayed "No admittance, employees only." Otherwise station No. 7 is reasonably accessible to the patrons of the defendant who reside or have business in the immediate vicinity thereof, but those who do not reside within reasonable walking distance thereof must pay an additional fare and consume more or less time in order to avail themselves of the opportunity of purchasing tickets

at said station, by reason of the conditions hereinbefore mentioned in relation to station No. 1.

8. *James Street Car House.* This station is located at the corner of Broadway and James Street, and tickets are sold in a cigar store which is located in said James Street Car House. This station is located in the southwestern part of district No. 2, and is accessible and convenient to patrons of the defendant who reside or have business within reasonable walking distance thereof, but those who do not reside or have business within reasonable walking distance of said station, must pay an extra fare and consume more or less time in availing themselves of the opportunity to purchase tickets, by reason of the conditions hereinbefore mentioned in relation to station No. 1, with the exception that said station No. 8 is convenient and accessible to patrons of the defendant who transfer between the James Street line and the lines operating on Broadway, many of whom take advantage of the opportunity to purchase tickets at said station No. 8 during such transfer.

9. *Jefferson Street Car House.* This station is located in the Jefferson Street Car House, which is located about 150 feet from Jefferson Street. Patrons approaching from the Twelfth Avenue side must pass around the building and cross a number of tracks to reach the ticket window; otherwise, station No. 9 is reasonably accessible and convenient to patrons of the defendant residing or having business within reasonable walking distance thereof, but those who do not reside or have business within reasonable walking distance thereof, must pay an extra fare and consume more or less time in availing themselves of the opportunity to purchase tickets at said station, by reason of the conditions hereinbefore mentioned in relation to said station No. 1.

10. *Office.* This station is located in the Rainier Grand Hotel building, which is in the southwest corner of said district No. 2, and in the business district of the city. This office is open from about 7:30 or 8:00 A. M. and closes at 6:00 P. M., and is three-quarters of a block from transfer points. This station is reasonably accessible to patrons of the defendant residing or having business within reasonable walking distance thereof. Those who do not reside or have business within reasonable walking distance thereof, must pay an extra fare and consume more or less time in order to purchase tickets at said station, by reason of the conditions hereinbefore mentioned in relation to station No. 1.

11. *Smith Drug Company.* This drug store is located at the corner of Second Avenue and James Street in the business district and at a transfer point. It is reasonably accessible and convenient to people residing or having business within reasonable walking distance thereof, but those who do not reside or have business within reasonable walking distance of said station, must pay an extra fare and consume more or less time in availing themselves of the opportunity to purchase tickets

thereat, by reason of the conditions hereinbefore mentioned in relation to station No. 1, except that said station No. 11 is convenient and accessible to patrons of the defendant who transfer between lines intersecting at said point.

12. *Yesler Way Car House.* Tickets are sold by the inspector in the Yesler Way Car House maintained by the defendant at the corner of Yesler Way and Lakeside Avenue, which point is at the extreme east end of Yesler Way and on the shore of Lake Washington. This station is located at the extreme southeast corner of district No. 2 and the northeast corner of district No. 1. It is reasonably accessible to patrons of the defendant who reside or have business within a reasonable walking distance thereof, but those who do not reside or have business within reasonable walking distance of said station, must pay an extra fare and consume more or less time in order to avail themselves of the opportunity of purchasing tickets at said station, by reason of the conditions mentioned in relation to station No. 1, excepting, however, that patrons of the defendant who transfer from boats landing near said station to the street car line of the defendant terminating at said station, may purchase tickets at said station while making such transfer.

IV.

No ticket office is maintained in district No. 1, which covers a very large area and contains a population of approximately 66,339 people, and all the patrons of the defendant who reside in said district and who do not have business north of Yesler Way, the northern boundary of said district, must pay one fare and consume considerable time in order to reach a ticket office of the defendant for the purpose of purchasing tickets and availing themselves of the lower fare obtained by users of tickets.

Said district No. 2 is well served by ticket offices in the business portion thereof, but there is a large proportion of the 42,794 people residing in said district who do not reside within reasonable walking distance of any of the ticket offices maintained by the defendant, and the people residing in said district who do not live or have business within reasonable walking distance of any of the ticket offices maintained by the defendant therein, must pay an extra fare and consume considerable time in order to secure tickets from the defendant, and avail themselves of the lower fare obtained by users of tickets.

That district No. 3 is served by ticket stations No's. 4 and 5, but there is a large proportion of the 62,604 people residing in said district No. 3 who do not live within reasonable walking distance of any of the ticket offices maintained by the defendant, and the patrons of the defendant residing in said district who do not live or have business within reasonable walking distance of any of the ticket offices maintained by the defendant, must pay extra fares and consume considerable time in order to purchase tickets and avail themselves of the lower fare obtained by users of tickets.

District No. 4 is in part served by ticket stations Nos. 3, 5 and 6, but there is a large proportion of the 48,433 people who reside in said district No. 4 who do not reside within reasonable walking distance of any of the ticket offices maintained by the defendant, and the patrons of the defendant living in said district No. 4 who do not reside or have business within reasonable walking distance of a ticket office maintained by the defendant, must pay extra fares and consume considerable time in order to purchase tickets from the defendant and avail themselves of the lower fare obtained by users of tickets.

District No. 5 contains no ticket office where tickets may be purchased from the defendant, but a very small proportion of the 38,560 patrons of said district reside within reasonable walking distance of a ticket office maintained by the defendant. The patrons of the defendant residing in said district No. 5 who do not reside or have business within reasonable walking distance of a ticket office maintained by the defendant, must pay extra fares and consume considerable time in order to purchase tickets and avail themselves of the lower fares obtained by ticket users.

District No. 6 is served in part by ticket stations Nos. 1 and 2 maintained by the defendant in said district; that a large proportion of the 34,835 inhabitants of said district No. 6 do not live within reasonable walking distance of a ticket office maintained by the defendant. The patrons of the defendant residing in said district, who do not live or have business within reasonable walking distance of a ticket office maintained by the defendant, must pay extra fares and consume considerable time in order to purchase tickets and avail themselves of the lower rates obtained by users of tickets.

V.

The principal points of transfer between the various lines operated by the defendant in said city are as follows:

In Ballard, which is located in district No. 6, there is comparatively little transferring in the vicinity of the Ballard ticket office; at Forty-seventh Street North and Eleventh Avenue, heavy transferring occurs between Ballard North line and North Fremont lines. The nearest ticket station is station No. 1, approximately one-half mile by air line. At Interbay, which is located in district No. 4, considerable transferring occurs, but the nearest ticket station is station No. 1, which is approximately one and one-half miles distant. At Fremont Avenue and Blewett Street in Fremont, which is in district No. 6, considerable transferring occurs between Phinney Avenue line and West Woodland and Fremont-Ballard lines, the nearest ticket office being station No. 2, which is about 1,000 feet distant. At Westlake Avenue and Stoneway, located in district No. 4, the transferring is very heavy, the routes of the Phinney Avenue, West Woodland and Fremont-Ballard lines from the west, and Wallingford cars from Stoneway converging at that point. During the peak hours in the evening, from five

hundred to one thousand people transfer at this point. The nearest ticket office is station No. 2, located about one-half mile distant. At Fourteenth Avenue and Forty-fifth Street in district No. 5, the Wallingford line and Eastlake lines converge. Considerable transferring occurs at this point, while the nearest ticket office is station No. 2, located about two miles distant. At Harvard Avenue and Eastlake Avenue in district No. 3, the Eastlake Avenue line and Broadway line converge. Transferring at this point is considerable,—large numbers of students transferring in route to and from school, the nearest ticket station being about two miles distant. At Denny Way and First Avenue in district No. 4, transferring occurs, particularly morning and evening when from fifty to sixty high school students pass said point, the nearest ticket station being station No. 3, which is about ten blocks distant. In the business district transferring is heavy, and more latitude is allowed by the Company at such transfer points, as patrons usually have to walk from one to two blocks in making transfers. Station No. 5 is not accessible from the main line of street travel in the business district, leaving stations Nos. 6, 10 and 11 only available to patrons who desire to purchase tickets while transferring in the business district. In this district, station No. 10 is within one-half block of point of transfer between First Avenue lines and Madison Street cable line. Station No. 11 is convenient to transfer point between Second Avenue lines and James Street. Pioneer Square is a heavy traffic center and the transfer point between First Avenue lines and James Street cable line, the nearest ticket station being No. 11, located about 250 or 275 feet distant therefrom. Station No. 8 is accessible and convenient for patrons transferring between the Meridian line and James Street line. Station No. 4 is convenient and accessible to patrons transferring from the Meridian line to Pine or Pike Street lines. Patrons transferring from Meridian line to Madison Street line have no ticket office available, the nearest station being station No. 7, which is about one and one-half blocks distant therefrom. At the intersections of the Jackson Street line by the First, Second, Third and Fourth Avenue lines, heavy transferring occurs. The nearest ticket station is station No. 11, located nearly four blocks distant therefrom. Considerable transferring occurs between the Georgetown and South Park lines in district No. 1, the nearest ticket office being station No. 11, which is about two and one-half miles distant therefrom. At First Avenue and Spokane Street in district No. 1, considerable transferring occurs between the South Park line and Alki Point and Fountleroy lines, the nearest ticket office being station No. 11, about one and one-half miles distant therefrom. At Twenty-third Avenue and Jackson Street and Twenty-third Avenue and Madison Street in district No. 2, considerable transferring occurs between the Twenty-third Avenue line and the Jackson Street and Madison Street lines, the nearest ticket office being station No. 9, about one-half mile distant. In addition to the principal points of transfer hereinbefore mentioned, there are

numerous other transfer points in outlying districts where no ticket office is accessible, the nearest office being located upwards of one-half mile from such point of transfer.

VI.

In the year 1911, the city of Seattle adopted an ordinance known as No. 28253, requiring all street railway companies operating lines within said city to sell upon all the cars operated in said city, tickets at the rate of six tickets for twenty-five cents and twenty-five tickets for one dollar. That after the adoption of said ordinance and from about January 1st, 1913, to about the middle of August, 1913, defendant sold upon all the street cars operated by it in said city, tickets at said rates. About the middle of August, 1913, defendant ceased to sell tickets upon its cars, and since said time the patrons of defendant in said city have been, and still are denied an opportunity to purchase such tickets, or any tickets upon any of the cars operated by defendant in said city.

VII.

That many persons using defendant's cars for travel reside at great distances from the place where tickets are kept for sale, and travel upon and alight from cars at stopping points where such tickets cannot be had. To make it convenient and to provide facilities for securing tickets at reduced rates by persons who reside near certain stations, streets or stopping points, and to deny such conveniences and such facilities to others who reside in the vicinity of other stopping points, results in subjecting the latter persons to an undue disadvantage.

VIII.

That defendant, by and through its failure and refusal to sell tickets upon the street cars operated by it in the city of Seattle, as aforesaid, subjects many of the citizens and inhabitants of said city who are required to, and who do, patronize the street car service of defendant, to an undue disadvantage.

IX.

That it is practical for the defendant to sell tickets on all of the passenger street cars operated by it in said city at the rate of twenty-five tickets entitling the purchaser to twenty-five rides for one dollar, and at the rate of six tickets entitling the purchaser to six rides for twenty-five cents, and such tickets can be sold on all of the passenger street cars operated by the defendant in said city, without undue loss or injury to the defendant, or injuriously affecting the street car service in said city; and such sale of tickets upon said cars will prevent such undue disadvantage.

From the foregoing findings of fact, the Commission concludes that the complainant, city of Seattle, is entitled to the relief demanded in its petition.

On November 26, 1913, the Commission entered an order in said cause requiring the defendant to place, within ten days from date of service of said order, on sale in all of the passenger street cars operated by it in the city of Seattle, Washington, tickets at the rate of twenty-five tickets entitling the purchaser to twenty-five rides for one dollar, and at the rate of six tickets entitling the purchaser to six rides for twenty-five cents, and to thereafter continue to sell such tickets in such quantities and at such rates upon all the street cars operated by it in said city, which order, entered on November 26, 1913, was subsequently modified to the extent that such order should take effect upon the expiration of twenty days from November 28, 1913.

No. 1571.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* CITY OF SEATTLE,
Complainant, v. PUGET SOUND TRACTION, LIGHT & POWER COMPANY,
Respondent.

Petition of the City of Seattle was filed with the Commission on September 27, 1913, praying for an order requiring the respondent to extend its street railway line and service southward on Fourth Avenue South, in said City of Seattle, from its present most southerly point of double track line, to the northerly line of Holgate Street, in said city.

Hearing held at Seattle on November 4; testimony taken and cause submitted. Briefs were filed, considered by the Commission and on November 29, the Commission, having made and entered findings of fact, and having referred the question of jurisdiction raised by the respondent to the Attorney General, who by law is made the legal advisor of the Commission, and the Attorney General having advised the Commission (see opinion of Attorney General, at page — of this report) that, under the circumstances appearing in this case, the Commission had no jurisdiction to order the extension of street car line and service, prayed for, the Commission concluded that the respondent's objection to the jurisdiction was well taken, and that this proceeding must be dismissed.

In disposing of the case the Commission deem it proper to say that the question of street car extension in the city of Seattle is one of much public importance, and that the question of jurisdiction, in its opinion, should be speedily and finally determined and, in order to make the matter of record, the Commission stated that it dismissed this case solely because of want of jurisdiction, and that the questions that would require determination if the Commission did have jurisdiction, were not decided. The case was disposed of in this manner in order that the parties might test the jurisdictional question in the courts without having it confused with other matters. If it be determined by judicial decree that the action of the Commission herein is erroneous,

the Commission understands the law to be that it is the duty of the court to send the case back to the Commission, with directions to pass upon the merits of the case as disclosed by the evidence.

It is the desire of the Commission that its action herein be reviewed and the important question of jurisdiction finally determined.

No. 1589.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* PHINNEY AVENUE IMPROVEMENT CLUB, *Complainant*, v. PUGET SOUND TRACTION, LIGHT & POWER COMPANY, *Respondent*.

Petition was filed, by the Phinney Avenue Improvement Club, with the Commission on October 6, 1913, and the cause assigned for hearing at Seattle, on November 6, 1913.

On November 4, 1913, the complainant advised the Commission verbally that satisfactory adjustment of the matter complained of had been made by the respondent, and said hearing was continued pending confirmation of such advice. On November 8, Complainant confirmed such advice by letter, and on November 18, 1913, an order dismissing this cause was entered.

No. 1592.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* D. F. WILLIAMS AND SEVEN OTHERS, *Complainant*, v. PUGET SOUND ELECTRIC RAILWAY, *Respondent*.

Complaint filed October 8, 1913; hearing set for October 30, 1913, at Seattle, but continued indefinitely on account of negotiations between the parties relative to adjustment of matter in controversy. Cause pending.

No. 1605.

APPLICATION OF WASHINGTON WESTERN RAILWAY COMPANY FOR PERMISSION TO USE OIL BURNING HEAD LIGHT ON ITS LOCOMOTIVE.

On November 3, 1913, application of Washington Western Railway Company for permission to use oil burning headlight on its locomotive was filed with the commission. On November 17, hearing was held at Olympia, Washington.

It appeared from the testimony adduced that the Washington Western Railway Company operates a steam logging road eleven miles in length, between Three Lakes and Machias, and Three Lakes and Woodruff, in the State of Washington, employing in the operation of said road, but one engine, a climax geared locomotive engine, the speed of which averages but eight miles per hour, which locomotive is operated on a regular schedule daylight run; that once or twice a week

such locomotive was operated from Three Lakes to Machias or Woodruff, between the hours of 4:30 P. M. and 8 P. M.; that the country through which such railway line extends is sparsely settled and consists mostly of timber and cut-over land; that said locomotive is the only power car operated on said railway, and that said locomotive can be operated with safety to the public and to employes engaged in the operation and maintenance of said railway line, with an oil burning headlight.

An order was therefore entered permitting the operation of said locomotive when equipped with an oil burning headlight and while its regular schedule run remains substantially a daylight run, and permitting said locomotive to be operated on other than daylight runs when congested traffic, emergencies or other conditions require such extra runs.

No. 1606.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* PACIFIC NATIONAL LUMBER COMPANY, Complainant, v. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY AND TACOMA EASTERN RAILROAD COMPANY, Respondents.

Petition filed November 3, 1913, praying for an order requiring respondents to refund to complainant the sum of \$1,708.15 with interest, on account of alleged overcharges. Cause pending.

No. 1607.

PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF R. A. MORRIS, Complainant, v. PUGET SOUND TRACTION, LIGHT & POWER COMPANY, Respondent.

Complaint filed November 3, 1913. Pending.

No. 1609.

IN THE MATTER OF DISCONTINUING THE PRACTICE OF FILING RETROACTIVE TARIFFS.

On November 1, 1913, the Commission having adopted formal resolution to the effect that on and after January 1, 1914, no permission would be given by the Commission to carriers to publish retroactive tariffs, notice advising carriers thereof was mailed to all of the transportation companies doing business in the state.

No. 1611.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* INTERBAY HAY & GRAIN COMPANY, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

The Northern Pacific Railway Company, having published Supplement No. 4, to its Tariff No. 440-G, which supplement cancels certain portions of the rates and charges provided for in said Tariff No. 440-G, particularly that part of said tariff appearing on Page 8, and in Section 2, on Page 32 thereof, Index No. 165, whereby the station of Interbay was designated in such tariff as included with and designated to take the same rate as Everett, Washington, an order was entered on November 8, 1913, by the Public Service Commission of Washington, suspending said Supplement No. 4, for a period of ninety days from November 15, 1913, for the purpose of enabling the Commission to investigate the changes provided by said supplement No. 4, and make such order, after formal hearing, as might be required.

On November 14, 1913, respondent issued its Supplement No. 6, to said Tariff No. 440-G, which Supplement No. 6, removed said station of Interbay from the Everett group and restored said station to the Tacoma group, thus restoring the status of rates which existed prior to the publication of said Supplement No. 4, and removing the cause of complaint.

An order was therefore entered dismissing this action.

No. 1616.

In re VALUATION OF PROPERTY OF PACIFIC TRACTION COMPANY.

On November 10, 1913, issuance and service of citation waived by Pacific Traction Company and hearing held at Tacoma. Witnesses sworn and testimony introduced. Under advisement.

No. 1623.

In re INVESTIGATION OF WRECK ON NORTHERN PACIFIC RAILWAY LINE FOUR MILES EAST OF AUBURN, WASHINGTON, NOVEMBER 17, 1913.

Hearing was held in Seattle, witnesses sworn and examined. Taken under advisement pending report of Inspector of Tracks and Safety Appliances.

DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING WATER
COMPANIES.

No. 630.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF TOWN OF TOLEDO, *Complainant*, v. CHARLES HENRIOT AND ABEL HENRIOT, DOING BUSINESS AS THE TOLEDO WATER COMPANY, *Respondents*.

Complaint was filed on May 22, 1912, alleging in substance that respondents were engaged in furnishing water to the Town of Toledo and the inhabitants thereof under franchises, and that the water furnished by the respondents was unwholesome and unhealthful, especially in the summer months and that said water was unfit for consumption; that respondents had never complied with the provisions of such franchise relative to fire protection and did not furnish said town of Toledo with reasonable or proper fire protection; that respondents' rates for water were for in excess of reasonable rates, and that such rates were unreasonable and unjust, and that respondents proposed to increase such rates.

On June 1, 1912, respondents filed a tariff of rates and regulations for water service in the town of Toledo, which tariff was suspended by order of the Commission on June 5, 1912, pending investigation.

On February 6, 1913, hearing was held at Chehalis, testimony introduced, cause submitted and findings of fact made and entered.

The Commission found in substance that the respondents obtained the water which was furnished inhabitants of said town from a number of springs which were located 3,500 feet up Bill Creek, and was conveyed by a gravity system to a reservoir with a capacity of 37,700 gallons; that prior to June 1, 1912, no tariff of rates had been filed by respondents; that respondents had failed to provide water under sufficient pressure for adequate fire protection, and that the principal trouble connected with said water system was due to the failure of the respondents to keep such water system in good repair.

Order was entered on February 18, 1913, requiring the respondents to repair and replace all defective pipes in its water system and all defective mains leading from the source of supply to its storage reservoir, so as to render said system free from leaks; that respondents remove the main leading to the reservoir from the bed of Bill Creek and relay the same underground, and that the entire water system of said respondents be maintained in good condition. Said order further required that the premises around and near the source of supply should be kept clear of all vegetation or refuse matter, and that precautions be taken to keep surface water from entering said pipe line; that such

work necessary to carry out the provisions of such order should be begun as soon as possible after the service of said order, and completed not later than May 1, 1913. Said order annulled Tariff No. 1, which was filed with the Commission on June 1, 1912, and respondents were required by said order to file Tariff W. P. S. C. No. 2, Toledo Water Company Tariff No. 2, cancelling water rates in Tariff No. 1, and naming rates for water service at Toledo.

No. 679.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF A. J. SPLAWN, MAYOR OF NORTH YAKIMA, *Complainant*, v. PACIFIC POWER AND LIGHT COMPANY, *Respondent*.

Complaint was filed with the Commission July 3, 1912, praying that the Commission order discontinuance of the open canal maintained by respondent and that the supply pipe maintained by respondent be extended to some point on the Naches River above the densely populated portion of the Naches Valley, so that a pure and wholesome supply of water could be obtained; that the auxiliary reservoir and the use of water therefrom be discontinued; that the supply pipe be repaired to prevent leaks; that all wooden mains be replaced by iron pipes; that the general system be repaired to prevent leaks and increase the pressure for fire and domestic purposes; that respondent be required to maintain pressure at all times of eighty pounds to the square inch for fire purposes and a pressure of 70 pounds to the square inch for domestic and other purposes; that respondent be required to furnish pure and wholesome water free from contamination and pollution.

Hearing was held at North Yakima, Washington, on January 8, 9 and 10, 1913; testimony was introduced and cause submitted, findings of fact were made and entered on March 26, 1913.

The Commission found in substance that the city of North Yakima was a municipal corporation with a population of approximately 15,000; that respondent owned and conducted a water system in and near such city and furnished water to said city and the inhabitants thereof, for domestic, municipal and commercial purposes; that respondent diverted said water from the Naches River about one-half a mile below its confluence with the Tieton River and conveyed same for a distance of about eight miles in an open earth ditch, known as the Wapatox canal; that the water in Tieton River was often turbid; that at the forebay of said canal the water passed through double screens before entering the piping system, which tended to keep out various substances; that the water was, also, at said place given a hypo-chloride of lime treatment in the proportion of from 8 to 10 pounds of hypo-chloride to the million gallons of water, for the purpose of exterminating bacteria and bacilla; that the water was carried from said canal in a wooden pipe for a distance of about twelve miles connecting with the distribution system in

said city; that the mains in said city were mostly wooden pipes, many of which were in a bad state of repair, and subject to excessive leakage, particularly when under heavy pressure; that the pressure in said pipes was low and that a booster pump had been recently installed for the purpose of increasing the pressure for fire duty; that the use of such pumps often introduced air into the water giving it a milky appearance; that situated near the city was a small open reservoir used only in cases of emergency such as fires or accidents, to supply the mains; that the water as it reached the consumer was sometimes turbid, sometimes of milky appearance, and sometimes had a disagreeable taste and odor.

That respondent acquired said water system in July, 1910; during the two years preceding the hearing of this case respondent company had made a number of improvements costing approximately \$120,000, such improvements consisting in part of an extension of the intake from Roe Hill to its present location; the installation of screens and treating plants at the emergency reservoir and at the forebay of the Wapatox canal; the installation of the booster pump, the repairing and replacing in part of the defective wooden pipes within the city, a systematic flushing of the mains to remove foreign matter, the elimination of dead-ends; that said improvements had resulted in bettering conditions, increasing the pressure available for fire purposes and improving the quality of the water; that during the year 1912, the city of North Yakima did not suffer any epidemic of intestinal diseases, had but few typhoid cases and its death rate was only 9.3 per thousand.

That, notwithstanding such improvements, the wooden pipes which made up the larger portion of the distributing system were generally in a leaky and defective condition, and that said pipes should be either thoroughly repaired or replaced with iron pipes to prevent excessive leakage, and to withstand heavier pressure without loss of water; that said water system made no provision for the storage of water except in the emergency reservoir; that said emergency reservoir was an excavation in the earth and rock with sides rip-rapped with small stone; that said reservoir had a capacity of about 1,800,000 gallons which was insufficient storage capacity for a city of the size of North Yakima; that said reservoir was not protected from possible contamination and was not constructed so it could be conveniently cleaned with necessary frequency to insure purity in the water supplied, and was unsanitary and the water contained therein unfit for human consumption. That the character of the water supplied and the reasonable necessities of the water consumers in North Yakima required the construction of a concrete reservoir at some convenient point near the city, at a sufficient elevation to give a pressure of 85 pounds within the business district; that said reservoir should have two compartments with a combined capacity of at least 15,000,000 gallons and should be connected with the distributing system by two pipe lines; that such reservoir was necessary to provide sufficient storage of water for fire

protection and for use in case of accident to the supply mains; to provide constant and sufficient pressure; to eliminate air in the water resulting from the use of the booster pump; to allow for sedimentation for removing suspended inorganic matter, together with some of the bacterial content for clarifying the water; to allow time for reaction of the hydro-chloride treatment, thus eliminating the disagreeable taste which sometimes existed; to afford opportunity for frequent cleaning.

That only about one-fiftieth of the water flowing in the Wapatox canal was used for water supply, the balance being used for power purposes by defendant; that said Wapatox canal was an open earth ditch running in some places in close proximity to the county road and being crossed several times by said road, in other places through a settled farming district; that there was always danger of the water being polluted by cattle in the fields, travelers on the roadway, drainage and seepage from irrigated lands, houses, barns, etc. That to provide for carrying the water from above the confluence of said rivers to the reservoir in a large pipe would cost approximately \$250,000; that said expenditure did not seem necessary at that time for the reason that water taken from a point further up the Naches River would probably have to undergo a hydro-chloride treatment and the storage reservoir would provide for sedimentation, and the reaction of such treatment, so that the turbidity of the water and disagreeable effects of such treatment would be removed before the water reached the consumer. That respondent was at said time engaged in the work of lining said canal with concrete, installing sand traps to remove sand and gravel, constructing a flume along the entire length of the canal on the upper side to collect all seepage and drainage and carry same over or under the canal, covering the canal where crossed by bridges, fencing the canal on both sides with closely woven wire fence eight feet high, and changing the location of the canal for about two miles to remove it from the county road. The Commission found that said improvements, if carefully carried out would afford reasonable protection from contamination and pollution, and that the water from said canal when screened and treated and taken through the storage reservoir, would be delivered to the consumer clear, pure and free from disagreeable taste and odor; that the hydro-chloride treatment of water was in use in many cities in the United States, had proven very effective in removing a large percentage of bacteria and practically all those of intestinal origin; that such treatment was not in the least dangerous to health, although it might occasionally result in noticeable taste or odor when no storage was provided to secure the completion of the reaction; that the treatment of the North Yakima water was prescribed by Dr. Lumsden of the United States Marine Hospital, and seemed to be strictly in accord with the accepted practice throughout the country.

The Commission found from the facts before stated, that the facilities and service of the respondent for furnishing water for domestic, municipal, commercial and other purposes in the city of

North Yakima were insufficient, inadequate and inefficient in the respects above specified.

THE COMMISSIN ORDERED, respondent to remedy the leaking and defective condition of the wooden pipes in its distributing system within said city, either by thoroughly repairing said pipes, or replacing the same with iron pipes for the purpose of placing all of said pipes in condition to withstand the pressure hereinafter specified, without loss of water; to immediately discontinue the use of the emergency reservoir and to allow in the future no water from said reservoir to be introduced into the city mains; to construct a concrete storage reservoir at some convenient point in or near the city of North Yakima at a sufficient elevation to give a constant pressure of 85 pounds in the business district, said reservoir to have two compartments with a joint capacity of not less than 15,000,000 gallons, and to connect with the distributing system by two lines of pipe; to complete the lining, fluming, fencing and other improvements on the Wapatox canal as detailed in said findings of fact, giving particular attention to the construction of a flume of sufficient size to collect the seepage and drainage on the upper side of the canal, and to make ample provisions for carrying such seepage and drainage either over or under said canal at frequent intervals. To prepare complete detailed plans for the construction of such concrete reservoir and to submit said plans to the Commission within 45 days from the date of service of the findings of fact and order in this cause, said plans to be subject to the approval of the Commission, and subject to such further order making changes or modifications therein and fixing the time in which said improvements should be completed, as to the Commission should seem proper.

Petition for rehearing was filed April 15, 1913, and on April 22, after considering arguments of counsel, the Commission found that all the issues in this cause were fully and completely covered by the evidence introduced by the parties at the hearing on the 8th, 9th and 10th days of January, 1913; that no sufficient reason existed for reopening such cause for further hearing or for the submission of any further statement, data, proof or evidence therein by either party.

The Commission denied said petition for rehearing.

No. 681.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF A. J. SPLAWN, MAYOR OF NORTH YAKIMA, *Complainant*, v. THE PACIFIC POWER AND LIGHT COMPANY, *Respondent*.

(See No. 681 of cases affecting electric light and power companies, page 114.)

No. 747.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF CITY OF RAYMOND, *Complainant*, v. RAYMOND LIGHT & WATER COMPANY, *Defendant*, WILLAPA LUMBER COMPANY AND SILER MILL COMPANY, *Intervenors*.

Complaint was filed by the city of Raymond against the Raymond Light & Power Company on August 12th, 1912. Complainant alleged:

"That said Raymond Light & Water Company is charging an unreasonable and excessive sum for water furnished to the inhabitants of the city of Raymond.

"That the amount charged by said Raymond Light & Water Company for water furnished and supplied to the inhabitants of the city of Raymond, is excessive and unreasonable and is not justified by the amount invested by said defendant in its said water system, and it is deriving an unreasonable profit from the operation of said water system.

"That the said defendant is not furnishing the inhabitants of the city of Raymond with an adequate supply of pure, fresh water, and the water furnished to the inhabitants of the city of Raymond is inadequate for the needs of the inhabitants thereof.

"That the pipes and mains of said defendant in the city of Raymond, and from the source of supply to the city of Raymond, are old and decayed and insufficient and not kept in a proper state of repair and proper extensions are not made to supply the inhabitants of said city with an adequate supply of water."

Hearing was held on February 4th, 1913, at Raymond, Washington, before Commissioner Jesse S. Jones, said city of Raymond and said Raymond Light & Water Company being represented by counsel. The intervenors, Willapa Lumber Company and Siler Mill Company were not at that time parties to said action, petition for leave to intervene therein having been filed by said lumber and mill companies thereafter. During said hearing, certain contracts or agreements hereinafter mentioned were brought to the attention of the Commission, and on February 17th, 1913, the Commission made and entered findings of fact in said proceeding wherein the Commission made the following findings:

"That the defendant company has for a period of years, to-wit: from 1907 up to the present time, furnished water free or at reduced rates to certain mills in the city of Raymond, namely Siler Mill Company, Raymond Mill Company, West Coast Veneer & Manufacturing Company and Willapa Lumber Company, under contracts in force June 16, 1911; that if such water so furnished free or at reduced rates to the above named companies had been charged for and said charge collected on a basis of the rates charged and collected from the other consumers in said city, it is estimated the income of the defendant company would have been increased thereby approximately \$3,600 per year."

On said February 17, 1913, the Commission entered an order which provided, among other things, that the defendant:

"Shall install meters to measure the quantity of water supplied to those industries which have heretofore been supplied free or at reduced rates, and to desist from its present discriminatory practices and charge and collect from all consumers alike, the amount due for water supplied on the basis of rates shown in the tariffs of said company on file in the office of this Commission; that the existing contracts with said industries provided for the furnishing of water free or at reduced rates be, and same hereby are terminated."

Thereafter, and on June 12, 1913, said Willapa Lumber Company and said Siler Mill Company filed a petition in intervention in said cause, praying that said order "be so modified as to preserve to the said intervenors their rights in said water system, and for such other and further relief as is just and proper in the premises."

Hearing was held at Raymond, Washington, July 17, 1913, upon said petition in intervention and defendant's answer thereto. The defendant and said intervenors appeared and were represented by counsel at said hearing, and counsel for complainant, city of Raymond, announced that he did not consider that the city of Raymond was interested in said hearing, withdrew and did not participate therein. Testimony was introduced, and on July 28, 1913, a further hearing was held at Olympia. Further testimony was introduced and cause submitted.

On November 29, 1913, the Commission made and entered its findings of fact.

The Commission found in addition to the facts hereinbefore stated, substantially as follows:

That on or about June 1, 1902, the intervenor, the Siler Mill Company, purchased a site and grounds for a lumber mill at or near the site of the present city of Raymond, and about July 5th, commenced the erection of a mill thereon. For the purpose of securing a supply of fresh water for use in boilers for generating steam and for other necessary purposes in connection with the operation and maintenance of said mill, the Siler Mill Company early in the year 1902, negotiated with one John Riddell for a lease for a dam site and right-of-way for pipe line, and about June 5, 1902, commenced the work of building a dam and laying pipe line to convey water from Bill Smith Creek to its said mill site, completing such dam and pipe line prior to March 1, 1903. The lease mentioned was executed by said John Riddell on or about September 24, 1902. Said mill was completed and commenced operation on or about March 1, 1903, from which time the said Siler Mill Company used water from said Bill Smith Creek which was diverted by said dam and pipe line until November, 1903, when said system was abandoned for the water system hereinafter described as having been installed by said Siler Mill Company and the West Coast Veneer & Manufacturing Company.

Early in the year 1903, the West Coast Veneer & Manufacturing Company, having secured a site for a mill near the mill of the Siler Mill Company, entered into an agreement with the Siler Mill Company under which the two companies undertook to secure further rights in and to the waters of said Bill Smith Creek, and to install a better system which should be used by said two mill companies jointly.

That in pursuance of such arrangement, said mill companies purchased from Will Smith and wife, a tract of land containing 1.3 acres, together with a strip of land 10 feet wide for right-of-way purposes, title to which was taken in the name of John B. Duryea who acted as trustee for said mill companies, deed having been executed by said Will Smith and wife on or about May 1, 1903; and said mill companies purchased from one John Riddell two tracts of land containing together 68.56 acres, title to which was taken in the name of P. W. Shepard, who acted as trustee for said mill companies, deed having been executed by said John Riddell on or about November 14, 1903.

That on or about May 1, 1903, said West Coast Veneer & Manufacturing Company, in accordance with said arrangement, commenced the work of installing said system, constructing another dam in said Bill Smith Creek further up the stream than the point where the Siler Mill Company had diverted water for its mill, constructing a reservoir on an elevation about fifty feet higher than said mill sites and a flume for carrying said water from said dam to such reservoir and laying a six-inch pipe from said reservoir to said mill sites, completing said system about November, 1903, at or prior to which time the mill of said West Coast Veneer & Manufacturing Company was completed. Said mill companies expended upwards of four thousand, three hundred dollars in the acquisition of said lands and water rights and the installation of said water system.

That immediately upon the completion of said water system, both of said companies commenced using the waters of said Bill Smith Creek, so diverted and carried to said mills, for generating steam, fire protection and other purposes necessary for and incidental to the operation and maintenance of said mills, and both of said mills continued to use such water for such purposes, without such use being questioned by complainant or defendant and without interruption or interference, until about February 17th, 1913, when the Public Service Commission of Washington made the order in this cause hereinafter mentioned.

The primary purpose for which said dam site, reservoir site, right-of-way and water rights were acquired and said water system installed was to furnish such water as might be necessary or required for operating and maintaining the said mills of said Siler Mill Company and said West Coast Veneer & Manufacturing Company, and other purposes hereinafter mentioned.

That after or about the time of the completion of said water system so installed by said mill companies, some of the officers of said mill companies conceived the idea of organizing a land and improvement com-

pany, and discussed the probable need of a water company and about the month of January, 1904, a proposition was made to organize such new companies, wherein it was suggested that the two mill companies become interested in such new companies, but opposition thereto having developed, said mill companies declined to become interested in said new companies.

During the erection of said mills and the installation of said water system, said mill companies had purchased goods, wares and merchandise from L. V. Raymond, who had located at the site where the city of Raymond was subsequently built, said mill companies having become indebted to said L. V. Raymond for such goods, wares and merchandise in the sum of about \$1,800.00, approximately \$1,400.00 of which indebtedness was incurred by said mill companies in connection with the installation of said water system, being a part of the disbursements of said mill companies hereinbefore mentioned.

A land and improvement company and the Raymond Light & Water Company were thereafter organized, neither of said mill companies taking any interest in either said land and improvement company, or the Raymond Light & Power Company; that a verbal agreement was made between said Siler Mill Company and said West Coast Veneer & Manufacturing Company and said Raymond Light & Water Company, by the terms of which, said Siler Mill Company and said West Coast Veneer & Manufacturing Company agreed to transfer said water system to said Raymond Light & Water Company, reserving to said West Coast Veneer & Manufacturing Company, such water from said Bill Smith Creek as might be necessary or required for use in running or operating its said mill, for fire protection purposes, and such water as might be necessary or required for, not to exceed, one boarding or mess house when operated by it or its tenants or lessees in connection with its said saw mill, and reserving to said Siler Mill Company such water from said Bill Smith Creek as might be necessary or required for use in running or operating its said saw mill, for fire protection purposes and for the use of one steam schooner "The Raymond," or a schooner operated by said Siler Mill Company instead of "The Raymond," in connection with its said saw mill together with the right to said companies respectively, to attach pipe or pipes or other water connection to said water system and through said pipe or pipes to take and use said water for the purpose aforesaid, said mill companies agreeing not to waste said water or any part thereof, but to use the same in a careful and prudent manner; and said L. V. Raymond thereby agreed with said mill companies to cancel approximately \$1,400.00 of said merchandise accounts, the stock of said Raymond Light & Water Company having been subscribed by said L. V. Raymond, his wife and A. C. Little.

Pursuant to said verbal agreement, and at the direction of said Siler Mill Company and said West Coast Veneer & Manufacturing Company, John B. Duryea and P. W. Shepard, in whose names title had

been taken to the lands and right-of-way acquired for said water system, executed and delivered conveyances of said land and right-of-way, to said Raymond Light & Water Company, making no reference to water rights therein, which conveyances were made in the fall of 1904.

On or about January 4, 1905, said Raymond Light & Water Company and said West Coast Veneer & Manufacturing Company, in pursuance of said verbal agreement, and as a part thereof, entered into a written agreement, in words and figures as follows, to-wit:

"This contract and agreement made and entered into by and between the Raymond Light & Water Company, a corporation organized and existing under and by virtue of the laws of the State of Washington, the party of the first part, and the West Coast Veneer & Manufacturing Company, a corporation organized and existing under and by virtue of the laws of the State of Washington, the party of the second part, is as follows:

SECTION 1.

"In consideration of the sum of one thousand, three hundred sixty-two dollars and thirty-eight cents (\$1,362.38) paid by the party of the second part to the party of the first part and in consideration of the mutual covenants herein in this contract continued, the party of the first part agrees that for a period of forty-nine (49) years from date hereto to permit the party of the second part to attach a pipe or pipes of water connections to the main water pipe of the party of the first, now at Raymond, Pacific County, Washington, or such main water pipe as said party of the first part may hereafter have at Raymond, Pacific County, Washington, and through said pipe or pipes or water connections to take and use such water as may be necessary or required for use in running or operating that certain saw mill and manufacturing plant owned by the party of the second part and situated at or near Raymond in Pacific County, Washington, and also to take and use such water as may be necessary or required for fire protection purposes, for said saw mill and its appurtenances, of the party of the second part now situated as aforesaid at or near said town of Raymond, and also to take and use such water as may be necessary or required for not to exceed one boarding or mess house when operated by the party of the second part or its tenants, or lessees in connection with its said saw mill situated as aforesaid at or near said town of Raymond.

"Said party of the second part agreeing that in the use of water for the purposes hereinabove enumerated, that it will not waste the water nor any water, but will use the same in a careful and prudent manner, and not unnecessarily permit any waste in the use of the same.

SECTION 2.

"In consideration of the covenants and agreements herein in this contract contained, the said party of the second part agrees to and with said party of the first part to grant unto it and it hereby does grant unto the said party of the first part the right and privilege to lay, re-

lay, repair, maintain and keep water pipes on, over, under the soil of any land now owned by said party of the second part and situated at or near said town of Raymond in Pacific County, Washington, and through said water mains or water pipes, to pump, run, or keep water without the payment of any price to said party of the second part for such privilege, the said party of the first part agreeing not to do any unnecessary damage to the lands or property of the party of the second part, in laying, relaying, repairing and maintaining said water pipe or water mains or in the running or pumping or keeping of water in said water pipes or water mains.

SECTION 3.

"In consideration of the mutual covenants and agreements of the party hereto contained in this contract the party of the second part agrees to and with said party of the first part that it, said party of the second part will pay to the said party of the first part for a period of four years from date hereof one-fourth of any cost or expenses which may occur in repairing or keeping in repair such main water pipe as the party of the first part now has or may have running across the Willapa River in or under the waters thereof at or near the town of Raymond in Pacific County, Washington: provided, however, that if the main water pipe which the party of the first part has or may have for a period of five years from date hereof, in, under or across the waters of the Willapa River at or near the said town of Raymond, should break or require repairing, and if said party of the first part should fail or neglect within a reasonable time to repair said water pipe, then and in that event the party of the second part may repair or cause the same to be repaired, and charge the party of the first part with three-fourths of the cost of making such repairs to said main water pipes.

SECTION 4.

"It is agreed between the parties hereto that this contract and all of the covenants and agreements of the same are binding on the parties hereto and upon the successors and assigns of the respective parties hereto."

On or about July 18, 1907, in pursuance of said verbal agreement, and as a part thereof said Raymond Light & Water Company and said Siler Mill Company entered into an agreement in words and figures as follows, to-wit:

"THIS AGREEMENT made and entered into by and between the Raymond Light & Water Company, a corporation, organized and existing under and by virtue of the laws of the State of Washington, the party of the first part, and the Siler Mill Company, a corporation organized and existing under and by virtue of the laws of the State of Washington, the party of the second part, is as follows:

"Section 1. In consideration of the sum of One Thousand, Two Hundred and Fifty Dollars (\$1,250.00) paid by the party of the second

part to the party of the first part, and in consideration of the mutual covenants herein in this contract contained, the party of the first part agrees that for a period of forty-six years from date hereof, to permit the party of the second part to attach a pipe or pipes or water connections to the main water pipe of the party of the first part now at Raymond, Pacific County, Washington, or such main water pipe as said party of the first part may hereafter have at Raymond, Pacific County, Washington, and through said pipe or pipes or water connections to take and use such water as may be necessary or required for use in running or operating that certain saw mill or manufacturing plant owned by the party of the second part and situated at Raymond, Pacific County, Washington; and also to take and use such water as may be necessary or required for fire protection purposes for the said saw mill and its appurtenances, of the party of the second part now situated as aforesaid at or near said town of Raymond; and also to take and use such water as may be necessary or required for the use of one steam schooner, the "Raymond," or a schooner operated by the said party of the second part instead of the "Raymond" in connection with its said saw mill, situated as aforesaid at or near said town of Raymond.

"Said party of the second part agreeing that in the use of water for the purposes hereinabove enumerated, that it will not waste the water nor any water, but will use the same in a careful and prudent manner, and not unnecessarily permit any waste in the use of same.

"Section 2. In consideration of the covenants and agreements in this contract contained, the said party of the second part agrees to and with said party of the first part, to grant unto it, and it does hereby grant unto said party of the first part, the right and privilege to lay, repair, maintain and keep water pipes on, over or under the soil of the land now owned by said party of the second part and situated at or near said town of Raymond, in Pacific County, Washington, described as follows: Beginning at a point where Ellis Street, in Raymond, Pacific County, Washington, intersects with the spur or side track of the Siler Mill Company, and running thence along the said spur in a southerly direction across Siler Slough and there following the present pipe line to the intersection of said pipe line with the Northern Pacific Railway; and through said water mains or water pipes to pump, run or keep water, without the payment of any price to said party of the second part for such privileges, the said party of the first part agreeing not to do any unnecessary damage to the land or property of the party of the second part, in laying, relaying and maintaining said water pipes or water mains, or in the running or pumping or keeping of water in said water pipes or water mains.

"Section 3. In consideration of the mutual covenants and agreements of the parties hereto, contained in this contract, the party of the second part agrees to and with said party of the first part, that if the said party of the second part will pay to the said party of the first part one-

fourth of any cost or expense which may occur in repairing or keeping in repair such main water pipe as the party of the first part now has running across the Willapa River, in or under the waters thereof, at or near the town of Raymond, in Pacific County, Washington; for a period of five years from and after the first day of August, A. D. 1903, and also one-fourth of the cost of a new pipe in diameter which is soon to be put in the said system by the party of the first part; provided, however, that if the main water pipe which the party of the first part now has, for a period of five years from the said first day of August, A. D. 1903, in, under or across the waters of the Willapa River at or near the said town of Raymond, should break or require repairing, and if said party of the first part should fail or neglect within a reasonable time to repair said main water pipe, then and in the event the party of the second part may repair or cause same to be repaired, and charge the party of the first part with three-fourths of the cost of making such repairs to said main water pipe; and, whereas, the party of the second part has laid and established a pipe line from the water main to the dock of the Siler Mill Company for the use of vessels loading at the dock of the Siler Mill Company through which pipe vessels loading at said dock are supplied with water.

"NOW THEREFORE, the party of the first part hereby undertakes hereafter to repair and to maintain said pipe line to said dock. It is agreed between the parties hereto that this contract and all the covenants and agreements of the same are binding on the parties hereto, and upon the successors and assigns of the respective parties hereto."

That no other conveyance of the water rights acquired by and in behalf of said Siler Mill Company and said West Coast Veneer & Manufacturing Company was ever made to said Raymond Light & Water Company, and it was not the intention of said Siler Mill Company, said West Coast Veneer & Manufacturing Company or of said Raymond Light & Water Company that all of the water rights acquired in behalf of said Siler Mill Company or said West Coast Veneer & Manufacturing Company, should be conveyed or transferred to said Raymond Light & Water Company, but it was the intention of all of said parties that said Siler Mill Company should reserve so much of the water flowing in said Bill Smith Creek and which had been diverted by them as might be necessary or required for use in running or operating its mill or manufacturing plant, for fire protection purposes and for the use of one steam schooner, "The Raymond," or a schooner operated by said Siler Mill Company instead of "The Raymond," in connection with said saw mill; and that said West Coast Veneer & Manufacturing Company should reserve so much of said water as might be necessary or required for use in running or operating its saw mill and manufacturing plant, for fire protection purposes, and for not to exceed

one boarding or mess house, when operated by said West Coast Veneer & Manufacturing Company, or its tenants or lessees, in connection with its said mill and manufacturing plant; and that any surplus remaining should be acquired by said Raymond Light & Water Company to be used for distribution in such town or city as might grow up in the vicinity of said mill sites.

That such water so reserved by said Siler Mill Company and said West Coast Veneer & Manufacturing Company, has never been conveyed or transferred to said Raymond Light & Water Company and has never become subject to public use and is, therefore, not subject to regulation by the Public Service Commission of Washington as a public utility.

That intervenor, the Willapa Lumber Company, succeeded to the interests of said West Coast Veneer & Manufacturing Company and is the assignee of the rights of that company and to such water so reserved by the said West Coast Veneer & Manufacturing Company for the purposes herebefore enumerated.

"Neither said Siler Mill Company nor said Willapa Lumber Company were parties to said proceeding and no issue was made in the pleadings in said proceeding relating to the rights of either said Siler Mill Company or said Willapa Lumber Company in or to the water of said Bill Smith Creek; and no issue was made by the pleadings in said proceeding, involving the contracts hereinbefore referred to or relating to any alleged discrimination in rates or service to which either said Siler Mill Company or said Willapa Lumber Company was a party, or otherwise; and no steps had been taken to acquire jurisdiction in said proceeding over said Siler Mill Company or said Willapa Lumber Company and said Commission had no jurisdiction in said proceeding over either of said companies."

From the facts hereinbefore stated, the Commission concluded:

"That said mill companies were not divested of the right to use said water by causing said conveyances of land to be made to said Raymond Light & Water Company, but such right to use said water remained in said mill companies, by reason of the reservation of the right to use same for the purposes enumerated in the foregoing findings of fact, and the reservation of the right to connect their pipes to said water system, as provided in said verbal agreement and evidenced by the contracts set out in paragraphs 12 and 13 of said findings of fact; and said Siler Mill Company and said Willapa Lumber Company, successor in interest to said West Coast Veneer & Manufacturing Company, are entitled to use so much of such water so appropriated as may be necessary or required for the purposes in said findings of fact enumerated, until July 18th, 1953, and January 1st, 1954, respectively, upon which dates the respective rights of said mill companies to the use of said water pass to said Raymond Light & Water Company, or its successors, by virtue of said agreement."

"That this Commission had not, at the time of said hearing on

February 4th, 1913, or at the time of making said order on February 17th, 1913, acquired jurisdiction over either said Siler Mill Company or said Willapa Lumber Company, or over the subject matter of said order in so far as it purported to affect the rights of either of said companies in and to the water of said Bill Smith Creek."

"That the Public Service Commission of Washington erred in making said order on February 17, 1913, providing that said contracts mentioned in paragraphs 12 and 13 of the foregoing findings of fact be thereby terminated and requiring said Raymond Light & Water Company to charge and collect from said Siler Mill Company and said Willapa Lumber Company for all the water used by said companies on the basis of rates shown in the tariffs of said Raymond Light & Water Company on file in the office of this Commission, and said order made by the Public Service Commission of Washington on February 17, 1913, should be modified so as to permit said Siler Mill Company and said Willapa Lumber Company to use so much of the water of said Bill Smith Creek as may be necessary or required for the purposes in said findings of fact enumerated, not to exceed the carrying capacity of said head gate and flume as originally installed by said lumber companies, providing same does not exceed the carrying capacity of said pipe line as originally installed, in which event said mill companies should be limited to the carrying capacity of said pipe line as originally installed."

THE COMMISSION ORDERED, That said order of the Public Service Commission of Washington made on February 17, 1913, be, and the same was by said order set aside and abrogated in so far as said order of February 17, 1913, directed the termination of said contracts, and in so far as said order affected the rights of said Siler Mill Company and said Willapa Lumber Company, or either of them.

No. 774.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF TOWN OF INDEX, *Complainant*, v. J. A. SODERBERG, *Respondent*.

Hearing was held at Index, Washington, January 23, 1913, testimony introduced, cause submitted and the Commission made and entered its findings of fact on February 17, 1913.

The Commission found in substance that the testimony concerning the original cost of the water plant owned and operated by the respondent in the town of Index, was unsatisfactory, but the original cost of such plant was approximated at \$5,000, which included subsequent improvements and betterments; that the cost of reproducing new said water plant, under existing conditions, was \$4,405; that the cost of reproducing new said water plant, less the accrued depreciation thereon, was approximately \$2,831, said water system being approximately in a 60 per cent new condition; that the earnings of said water plant had been sufficient to enable respondent to provide a depreciation

fund with which to renew the various parts of the plant at the end of their useful life; that the average net earnings for the three preceding years, after allowing operating expense, maintenance and depreciation, had been sufficient to produce a return of approximately 12 per cent on a value of \$6,000. The Commission found that this return was not excessive or unreasonable, in view of the particular hazards and dangers surrounding the investment; that the chief industries of said town consisted of a granite quarry and a lumber and shingle mill, and so long as such industries operated, the earnings stated would probably remain or increase; that should said industries cease to operate for a period of time, such fact would probably reflect itself in the net earnings of the water system, and such earnings would consequently diminish, for which reason and from all the facts disclosed in the testimony, the Commission found that said rate of return upon the investment was not unreasonable or excessive. The Commission found that the operating expenses of said plant had been unusually low, the chief operating expenses having consisted of the payment of ten per cent on water collections; that if a small salary had been allowed for the maintenance, operation and management of said plant, such net returns would have been greatly diminished, even though such salary had not exceeded twenty-five dollars per month; that the operating expense of said system had been kept to an absolute minimum; that such operating expense would probably not greatly increase for several years; that the rates charged by respondent for water in said town were as follows: Hotels with baths, \$4.50 per month; saloons, \$3.00 per month; stores, \$1.25 per month; residences without bath, \$1.25 per month; residences with bath, \$1.50 per month.

That such rates were low by comparison with other like rates in other towns of the state.

The Commission further found that the respondent was not furnishing adequate or sufficient water for fire protection; that the construction of a reservoir with a storage capacity of approximately 250,000 gallons daily was necessary to afford said town fire protection to which it was entitled; that the complaint with reference to impure water was not sustained; that under the law, the respondent was required to keep open to public inspection the published tariff which was on file with the Commission; that the rates named therein must be charged without discrimination; that the complaint with reference to unjust, unfair and unreasonable rates was not sustained; that the chief cause of complaint related to the insufficiency and inadequacy of the water supply for fire protection.

From a consideration of all the evidence, the net earnings of the system, the physical condition surrounding the operation of the plant, the hazards and speculations incident to the investment, the size of the town, and all other facts disclosed by the testimony, the Commission found that a reduction in water rates at that time would not be fair or reasonable. The Commission found that although there was some

controversy about furnishing water in the municipality for fire purposes, hydrant rentals, etc., concerning the rate to be charged therefor, no testimony had been introduced upon which the Commission could intelligently act concerning said fire hydrant rental rates.

THE COMMISSION ORDERED the defendant to keep open to public inspection, the tariff which had been filed with the Commission showing the rates charged for water for domestic and municipal purposes in said town; to negotiate with the city authorities of said town for a fair, just and reasonable rental and charge for fire hydrant, and failing to effect such a settlement, the Commission reserved the right to, within ninety days from the date of said order, make and promulgate a rate and charge for such fire hydrant; to submit to the Commission within sixty days from the date of said order complete plans for the construction of a reservoir for water storage indicating the approximate cost of such construction, the character, extent, location and size of said reservoir, and all other facts and circumstances relating thereto, for the approval or disapproval of the Commission, and for the entry of a supplemental order fixing the time within which such reservoir must be completed. The complaint in all other respects, especially concerning the unreasonableness of rates and impurity of water, was dismissed.

No. 820.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF CITY OF SOUTH BEND, *Complainant*, v. NORTHWEST ELECTRIC & WATER WORKS, *Defendant*.

Hearing was held at South Bend, February 5, 1913, testimony introduced, cause submitted and the Commission made and entered its findings of fact.

The Commission found in substance, that the defendant supplied the city of South Bend with water for domestic, manufacturing and municipal purposes; that said city had a population of approximately 3,000 people; that it was a thriving town with prospects of further increase in population, the leading industries being lumber and fisheries. Defendant's water works consisted of a gravity system from small streams on the north side of the Willapa River, water being drawn from three reservoirs; that the residence portion of said city was located on hills, while the business district was located but a few feet above sea level; because of the topography of the country, the maintenance of pressure sufficient for the resident district without endangering pipes or mains in the business district was difficult and nearly impossible with the distributing system then used; that many residences in said city had not been served with adequate or sufficient supply of water, and defendant failed to supply an adequate or sufficient quantity of water either for domestic or fire purposes; that said system had not been maintained with a high standard of efficiency in that dams con-

serving the supply had been permitted to deteriorate, and refuse permitted to accumulate in the reservoirs above said dams; that the pipes and mains carrying the water from said dams to the distributing system in the city had been broken in many places and had leaked constantly; that there had been considerable loss of water through failure of water users on flat rates to exercise care in preventing waste; that the installation of meters would tend to reduce the amount required to supply the residents of said city by not less than twenty-five per cent; that the measuring of water by meters and basing charges on measured service appeared to be the only equitable way to assess such charges; that a reservoir was necessary to maintain a proper pressure and an emergency supply of water in case of fire; that at the conclusion of said hearing the Commission requested the defendant to file with the Commission within thirty days from the date of the hearing, a detailed statement and plan of improvements necessary to furnish an adequate supply of wholesome water for domestic, manufacturing and municipal purposes; that within said time defendant submitted a plan for such improvements; that such plan had been examined by the engineers of the Commission and approved by the Commission.

THE COMMISSION ORDERED the defendant to install meters for all users of water in South Bend and to proceed with the installation of such meters as rapidly as possible. That defendant file with the Commission within one year from the date of such order, detailed statement showing the number of meters in use in said city and the number installed after the date of said order. The Commission approved tariff No. 2 of the Northwest Electric & Water Works for the town of South Bend, effective February 15, 1913, and ordered that such tariff and the rates named therein remain in force for one year. The Commission ordered defendant to construct a reservoir at a sufficient elevation above sea level to give a constant static pressure not less than 90 pounds at sea level. That said reservoir shall have an initial capacity of not less than 200,000 gallons, and that work thereon should be commenced at once and completed on or before January 1, 1914; that said reservoir should be so planned as to be capable of an increased capacity of not less than 500,000 gallons, and should be built with a substantial lining of concrete and ready for service not later than May 1, 1914.

That the east dam in section 15, township 14, range 9 west, W. M., should be cleaned and repaired in such manner as to retain water properly, and that it should be so constructed or improved as to retain not less than 100,000 gallons of water; that the dam known as the middle dam in section 15, township 14, range 9 west, W. M., should be cleaned, repaired and caulked; that all dead trees and other rubbish close to it should be removed, roots and stumps taken out, thoroughly cleaned and maintained with a storage capacity of not less than 50,000 gallons; that the dam known as the west or power dam in

section 10, township 14, range 9 west, W. M., should be cleaned, repaired and caulked, all fallen trees removed to prevent rubbish from getting into the water, and that such dam should be so improved and repaired as to provide a storage capacity of not less than 500,000 gallons; that all the mains carrying water from any of said dams to the distributing system should be renewed or repaired so as to provide a constant, sufficient and adequate supply of water to the distributing system, and that such mains be at all times maintained in a proper state of efficiency.

THE COMMISSION ORDERED the following renewals and additions to the distributing system within said city: A four-inch iron main on Third Street between A and B Streets to connect with the present four-inch main on B Street; a six-inch wood stave pipe on Monroe Street on the alley between Broadway and Water Street, south of Third; a six-inch high pressure machine-banded wood stave pipe on Cowlitz Street from Monroe Street east to connect with the end of the six-inch wood main on Cowlitz; on Jackson, north from the intersection of Jackson and Water to Oregon, thence west on Oregon to Quincy to connect with the six-inch main, a six-inch high pressure machine-banded wood stave pipe replacing the two-inch iron pipe on Oregon; on Central Avenue a six-inch machine-banded wood stave pipe from Water Street to First Street; on Madison Street north from the alley between Broadway and Water Streets a six-inch wood stave main; on Oregon Street west from Main on Quincy, two blocks of wood stave pipe to Madison Street to connect the loop; a six-inch main on Alder Street between First and Second Streets, and a six-inch main on Willapa from First to Second Streets.

THE COMMISSION ORDERED that all of said improvements should be completed on or before January 1, 1914.

No. 868.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF TOWN OF MALDEN, Complainant, v. MALDEN WATER WORKS, Respondent.

Hearing was held at Malden, Washington, May 28, 1913. Defendant filed a motion for dismissal on the ground that the Commission did not have jurisdiction; said motion was taken under advisement, testimony introduced, cause submitted, and the Commission made and entered its findings of fact on August 5, 1913.

The Commission found in substance that the defendant owned and operated a water system supplying the town of Malden and its inhabitants with water for domestic use, sewerage purposes and fire protection under franchise granted by said town; that the supply of water furnished by defendant was inadequate both for domestic use and fire protection in some parts of said town; that said water system could be improved sufficiently to give an ample, sufficient supply of pure water for domestic use and fire protection for all parts of said

town for the sum of approximately \$3,400; that the guaranty of twelve per cent of the estimated cost of extensions which was authorized by said franchise was a customary requirement of water companies, and that the Commission did not feel justified in holding that such practice of the defendant was unreasonable, unjust or arbitrary; that there were some dead ends in said water system which caused water to become unwholesome, stagnant, polluted and muddy, and that same could be corrected by frequent flushing; that in view of the improvements to said water system necessary in order to provide a sufficient and adequate service to all parts of said town, the rates charged could not be reduced at that time below the maximum rates provided in said franchise without depriving defendant of a reasonable return on the value of its property. That the character of construction of the pumping plant was such as to cause excessive and unnecessary vibration which could be remedied by rearranging said system so as to cause the pump to discharge directly into the tank, which defendant agreed to do; the defendant admitted that it had failed to file with the Commission a schedule of rates and tariffs, but alleged that such failure was due to an oversight on its part, and that it would file same on receipt of an order from the Commission.

THE COMMISSION ORDERED, That said motion to dismiss be denied; that defendant should on or before July 1, 1914:

"1. Lay a four-inch main on Ninth Street from Richardson Avenue to Broadway, and move the hydrant now at the corner of Tenth Street and Moore Avenue to the corner of Ninth Street and Dempsey Avenue.

"2. That the four-inch main on east Moreland Avenue be extended east to connect with the proposed four-inch main on Ninth Street.

"3. That the four-inch main on west Moreland Avenue be extended to Second Street, and connect the present hydrant at Third Street to the new main.

"4. Lay a four-inch main on Sixth Street from the end of the four-inch main on Richardson Avenue to Moore Avenue; thence west along Moore Avenue to Second Street; and connect the present hydrant at Fourth Street to the new main, and install new hydrants at Second Street and Sixth Street.

"5. Connect the two-inch mains on Second, Third, Fourth and Sixth Streets with the proposed four-inch mains on Moreland and Moore Avenues.

"6. Connect the two-inch mains on Eighth Street between Richardson and Moreland Avenues.

"7. That a two-inch main be laid from the end of the proposed four-inch on East Moreland Avenue, easterly on Moreland Avenue to Twelfth Street, thence north on Twelfth Street to connect with the four-inch main on Broadway."

THE COMMISSION FURTHER ORDERED the defendant to connect its pump so as to discharge directly into the tank instead of into

the main within thirty days from August 5, 1913, retaining the existing connection with said main for use in cases of emergency.

On August 30, 1913, defendant filed petition for the modification of such order to extend the time for making the improvements and extensions specified therein to two years, one-half of such improvements and extensions to be made the first year and one-half the second year, and that the time within which the defendant should connect its pump so as to discharge directly into the tank be extended thirty days.

Hearing was held on said petition for modification of order in Spokane, on September 18, 1913, testimony introduced and cause submitted.

THE COMMISSION ORDERED that said order entered August 5, 1913, be, and the same was modified as follows:

"That the four-inch main on West Moreland Avenue [to] be extended to Second Street and connect the present hydrant at Third Street to the new main, be made and completed on or before July 1, 1914; that a two-inch main [to] be laid from the end of the proposed four-inch main on East Moreland Avenue easterly on Moreland Avenue to 12th Street, thence north on Twelfth Street to connect with the four-inch main on Broadway, be made, done and completed on or before July 1, 1914; that the said defendant company, within sixty days from the date of the original order, connect its pump so as to discharge water directly into the tank instead of into the main, as at present, but that the present connection with said main be maintained for use in cases of emergency; that all other improvements and extensions required to be done in said order of the 5th day of August, 1913, be made and completed on or before July 1, 1915."

No. 888.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* TOWN OF TOLEDO, *Complainant*, v. CHARLES HENRIOT AND ABEL HENRIOT, DOING BUSINESS AS THE TOLEDO WATER COMPANY, *Respondents*.

Hearing was held at Chehalis on November 6, 1913, evidence introduced, hearing concluded and after fully considering the evidence and reports of engineers submitted, the Commission found that the fair cash market value of respondents' properties devoted to the public use was \$1,000.00.

No. 889.

IN THE MATTER OF THE VALUATION OF THE PROPERTY OF THE NORTHWEST ELECTRIC & WATER WORKS, A CORPORATION.

Hearing was held on February 5, 1913, at South Bend, Washington, testimony introduced, cause submitted and the Commission made and entered its findings of fact on March 22, 1913.

The Commission found and concluded that the fair market value of the water system of the defendant Northwest Electric & Water Works, in the city of South Bend, Washington, including real estate, was on February 5, 1913, the sum of \$58,000.

No. 890.

IN THE MATTER OF THE VALUATION OF THE PROPERTY OF THE RAYMOND LIGHT & WATER COMPANY.

Hearing was held at Raymond, Washington, February 4, 1913, testimony introduced, cause submitted, and the Commission made and entered its findings of fact on February 17, 1913.

The Commission found that the fair, reasonable market value of said Raymond Light & Water Company's property devoted to the public use was \$131,000.

No. 895.

IN THE MATTER OF THE VALUATION OF THE PROPERTY OF J. A. SODERBERG WATER PLANT AT INDEX.

Hearing held at Index, Washington, January 23, 1913, testimony introduced, cause submitted and the Commission entered its findings of fact on February 17, 1913.

The Commission found and concluded that the fair market value of J. A. Soderberg's water plant at Index, Washington, together with reservoir being constructed, was the sum of \$6,000.

No. 940.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. OLYMPIA WATER WORKS, *Defendant*.

The Commission on February 21, 1913, filed a complaint against the Olympia Water Works alleging that defendant had filed with the Commission regulations and tariffs relating to rates and service, by which rates were fixed for water on a flat rate basis and on a meter basis, and that water was actually being furnished to the city of Olympia and its inhabitants on both a flat rate basis and a meter basis; that many residents of Olympia had applied to the defendant for the installation of meters; that defendant had failed, neglected and refused to install meters in response to such applications, and that applicants had in many instances been deprived of the right to service at just and reasonable rates thereby; that the practice of defendant in furnishing meters to some patrons and refusing meters to others, resulted in unjust and unreasonable discriminations and preferences.

Said cause was set for hearing at Olympia, on March 14, 1913, prior to which time and subsequent to the filing of said complaint, a change of ownership and management of said Olympia Water Works occurred, in view of which and of the terms of the franchise granted by the city of Olympia to the new owners of said plant which provided for the installation of meters, the Commission ordered that said cause be dismissed.

No. 979.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF TOWN OF LITTLE FALLS, *Complainant*, v. LITTLE FALLS WATER COMPANY, *Defendant*.

Hearing held at Vader, Washington, July 21, 1913, testimony introduced, cause submitted and the Commission made and entered its findings of fact on October 20, 1913.

The Commission found in substance that the Little Falls Water Company was a co-partnership consisting of Ben Olsen and John Anderson, and maintained a water system for the purpose of supplying the town of Little Falls with water for domestic, manufacturing and municipal purposes; the Commission found that the allegations of the complaint to the effect that the water furnished by defendant was unwholesome and impure, contaminated by decayed matter and other filth, was not sustained by the evidence, and that the allegations of the complaint to the effect that the rates were unjust, unreasonable and excessive were not sustained by the evidence, subject to qualifications hereinafter stated. The hearing took a broader scope than the issues made by the complaint and answer; a large amount of testimony was introduced bearing on the question whether the service facilities rendered by the defendant were adequate and sufficient; in view of the narrow issues made by the pleadings, the Commission did not feel justified in making an order relative to the sufficiency of the facilities or the adequacy of the supply so far as quantity are concerned. The Commission made the following suggestions in the nature of recommendations:

"The mains have been permitted to fall into a state of disrepair so that they leak badly and thereby the volume of water and the pressure has been reduced. The following improvements should be made:

"a. All pipes should be repaired to prevent unnecessary leakage.

"b. The 2-inch main in the alley between Main and A Streets should be connected to the 2-inch main on Ninth Street.

"c. A 2-inch main should be laid on Fifth Street connecting the 2-inch main on A and B Streets.

"The improvements suggested will cost approximately \$332.00."

Relator contended that the source of water was unprotected; the Commission found that such was the fact at the time complaint was filed, but subsequent thereto and prior to the hearing the reservoir was

protected by a good and substantial wire fence, and that such cause of complaint had been eliminated.

The Commission found that one reason for the poor quality of service had been the fact that numerous patrons had left faucets open and permitted waste, and stated that the water company had the right to adopt reasonable rules to prevent waste, even going to the extent, if necessary, of shutting off the supply from those who refused to obey such reasonable rules, and the Commission expressed its opinion to the effect that the Company should adopt and enforce reasonable rules designed to prevent unnecessary waste of water.

The Commission found that the owners of the water system were also interested in certain saw mills which obtained their water supply from said water plant; that it had been the practice to give such mills, in which the owners of the water system were interested, an abnormally low rate. The Commission declined to undertake at that time to pass upon the reasonableness of special rates to the mills, but deemed it pertinent to say that if such water was being furnished under contracts which were executed subsequent to the effective date of the Public Service Commission law—that is, June 8, 1911, the water company was guilty of undue and unlawful discrimination and preference in thus furnishing water to such mills at rates lower than those open to other consumers of like quantities of water under similar circumstances. The owners of these mills were not parties to this proceeding, and the Commission therefore refrained from passing upon such contracts, but in so doing, did not wish to be understood as approving the violations of law of which both the water company and the mill companies were guilty, if the contracts then existing did not exist on June 8, 1911. The Commission found that the affairs of such mill companies and of the water companies had been so intermingled that it was impossible to more than roughly approximate the revenues and operating expenses of the water company, in consequence of which the Commission did not have before it sufficient information to determine the reasonableness of rates. After the complaint was filed in this case, the Commission prescribed accounting rules for water companies and it assumed that this company would obey the law and would put that system of accounts into effect so that at a subsequent hearing, if one should become necessary, the real operations of the company could be determined.

The Commission concluded that the complaint then before it should be dismissed, with the understanding, however, that if the defendant company failed to carry out the suggestions made by the Commission within six months, the relator might file another complaint specifically attacking the reasonableness and lawfulness of the defendant's rates, charges, services, practices, rules and facilities, and if such complaint should be filed, it would be given as speedy a hearing as the work of the Commission would permit.

THE COMMISSION ORDERED That said action be dismissed.

reserving to the relator the right to file a new complaint, should defendant fail to carry out the recommendations made by the Commission in its findings.

No. 989.

IN THE MATTER OF THE VALUATION OF THE WATER SYSTEM OF THE MALDEN WATER WORKS COMPANY, OF MALDEN, WASHINGTON.

Hearing was held at Malden, Washington, May 28th, 1913, testimony introduced, cause submitted and findings of fact made and entered August 5, 1913.

The Commission found that the fair cash market value of the water system of the Malden Water Works Company, on April 1, 1913, was the sum of \$22,737.

No. 1511.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF WILLIAM REDEBICK, JOHN RAUSCH, *et al.*, *Complainant*, v. WASHINGTON-OREGON CORPORATION, *Respondent*.

Hearing was held at Vancouver, Washington, July 22d, 1913, testimony introduced, cause submitted and findings of fact made and entered on November 29, 1913.

The Commission found, in substance, that the respondent supplied water to the inhabitants of the city of Vancouver, and of Vancouver Heights in said city, and that the water so supplied was pure and wholesome; that the water pressure maintained by respondent in Vancouver Heights was and had been for a long time past, insufficient and inadequate, particularly during the hours allowed for lawn sprinkling; that there were a number of mains and laterals with dead ends in the water system in Vancouver Heights; that by reason of the limited number of water users supplied through such mains and laterals having dead ends, the water was not changed in such mains and laterals with sufficient frequency to keep such water from becoming warm, stale and unfit for domestic use.

THE COMMISSION ORDERED the respondent to, on or before May 1, 1914, make such changes and alterations in and additions to its said water system as would enable it on and after said date to so conduct the operation of said water system as to maintain constantly a water pressure of at least twenty-five pounds to the square inch in said water system throughout said Vancouver Heights, and to, on and after twenty days from the date of service of said order, cause all mains and laterals having dead ends and located in said Vancouver Heights, to be thoroughly flushed as often as might be necessary to prevent the water therein becoming warm, stale or unfit for domestic use.

No. 1545.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF ARTHUR WARREN, Complainant, v. WESTERN SPRINGS WATER COMPANY, Respondent.

Complaint was filed July 23, 1913, alleging that respondent furnished an inadequate supply of water, and that reservoirs were not properly protected or kept in a sanitary condition, and were not cleaned as often as they should be; that respondent owned large springs located a short distance from its water mains which were sufficient to supply said town with good water. After said complaint was filed, respondent commenced improving its water system, and complainant on August 18, 1913, advised the Commission that the respondent was endeavoring to remedy the matters complained of, and was engaged in connecting its water system with said springs, which would provide a sufficient supply of water, and complainant requested that the hearing which had been set for September 3, 1913, be continued pending the completion of such improvements. Said hearing was continued, subject to call.

No. 1547.

IN THE MATTER OF THE ADOPTION OF UNIFORM ACCOUNTING SYSTEM FOR WATER COMPANIES.

Hearing was held at Seattle, Washington, on August 23, 1913, notice of which hearing had been served upon all the water companies in the state, which companies had been duly and regularly cited to appear before the Commission at the assembly room of the New Seattle Chamber of Commerce, in the city of Seattle, Washington, on August 18, 1913, to show cause, if any they had, why said accounting system theretofore prepared by the Commission, a copy of which was served on each of said water companies, should not be adopted, as provided by statute. Said water companies were represented at said hearing by Douglas Almond, president of the Northwest Association of Water Companies. At said hearing, certain changes in said system were discussed and adopted by the Commission; there were no objections to said accounting system other than those which resulted in the changes mentioned, and it appearing that said accounting system complied with all statutory requirements and was a workable and practical system designed to afford the Commission necessary information in valuation and rate cases, and to procure uniformity in accounting systems of all water companies in the state;

IT WAS ORDERED That said accounting system for water companies as issued by the Commission, including the changes mentioned, be, and the same was, adopted as the final accounting system of the Public Service Commission of Washington for water companies, to be enforced, followed, observed and obeyed by said companies and each of them, on and after January 1, 1914.

THE COMMISSION FURTHER ORDERED, That, if in the practical operation of said accounting system, the smaller companies of the state should deem any modification, alteration or amendments necessary thereto, application might be made to the Commission in writing therefor, and the Commission should then determine in each case to what extent such smaller companies so applying should be exempt from the operation of said system.

On October 4, 1913, a printed copy of such accounting systems with the changes before mentioned, was served by registered mail upon each and every water company doing business in the State of Washington.

DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING IRRIGATION
COMPANIES.

No. 706.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF A. T. SUTTON *et al.*, *Complainant*, v. WENATCHEE HEIGHTS ORCHARD COMPANY, *Respondent*.

Complaint was filed with the Public Service Commission July 18, 1912, and hearing held at Wenatchee on September 11, 1912, testimony introduced and an order entered on September 25, 1912. (See 1912 report Public Service Commission of Washington, pages 69 and 73.)

Pursuant to said order of September 28, 1912, which required defendant to acquire an additional supply of water to enable it to furnish all persons who had purchased land in Wenatchee Heights Orchard Tracts of Chelan County, Washington, and in the First Addition thereto, together with water rights pertaining to said land, with the quantity of water specified in said contracts, and requiring defendant to notify the Commission in writing within sixty days from the date of service of said order, what plan it proposed to adopt for the acquisition of said water supply and to submit such plan to the Commission for approval, and such further order in reference thereto as might be deemed proper, defendant did on November 27, 1912, submit a plan in writing, which plan was substantially as follows:

"By cleaning out the ditch of the Spring Hill Irrigation Company so that it will carry a total of four hundred 4-inch pressure miners inches. The said Spring Hill Irrigation Company is entitled to and receives sufficient water to fill its ditch from the flow of the Stemilt Creek during the entire season except about ten days in the latter part of June and about fifty days between July 20th and September 10th. During the said two periods amounting to a total of about sixty days, the said Spring Hill Irrigation Company receives from the flow of the said Stemilt Creek a varying supply from nearly the capacity of the said ditch down to only a few miners inches. This varying flow, the defendant estimates to be about what would average seventy 4-inch pressure miners inches, nearly one-half of which the defendant receives as its share. Being required to furnish 150 4-inch pressure miners inches, the defendant designs to make up the remainder of about 120 4-inch pressure miners inches during the said total period of sixty days, from the storage reservoir of the Spring Hill Irrigation Company. The said 120 4-inch pressure miners inches is equivalent to nearly 300 acre feet.

"By a resolution regularly passed at the annual meeting of the stockholders of the Spring Hill Irrigation Company, it was decided

to increase the capacity of its storage reservoir by adding fill to its earthen dam sufficient to make it twelve feet higher than it is now. The total height of the said dam when completed will be twenty-eight feet at the highest place, and the total area covered by water will be about forty-five acres. The capacity of the said reservoir when the said improvement has been made will be about seven hundred acre feet. No exact measurement has been made to determine the capacity of the said reservoir, but some measurements were made from which the said estimate was determined. The share of the defendant in the water from the said storage reservoir will be about 340 acre feet.

"In arriving at its decision to construct the said dam to the height of twenty-eight feet, the Spring Hill Irrigation Company very carefully considered the condition of the site, the character of the materials and methods of construction. As to the site the important fact should not be overlooked that there is an earthen dam about sixteen feet in height at the highest point, which has been in use for ten years and is therefore thoroughly settled and hardened. This present dam was built in the usual manner with a puddled core at the base, the fill being placed with teams and wheel scrapers. It is also important to notice that there is no seepage through the dam. It is designed to put in another puddled core at the upper toe of the present dam and to place the fill of the new structure all on the upper side. Water will be used in compacting the earth as the work progresses. The materials found in abundance near at hand consist of yellow clay mixed with loam and sand, with some broken and decomposed sandstone. Considerable information has been collected and advice received, all of which seems to warrant the practicability of the plans as above outlined. Reference is made to Bulletin 249, United States Department of Agriculture, in which many such dams as the one proposed are described. Also in a recent letter from Mr. F. W. Hanna, Chief Engineer of the United States Reclamation Service, he states that it will be entirely feasible to build such a dam as is proposed."

It appeared to the Commission that on December 3, 1912, said plan was submitted to counsel for complainants for any objections which complainants might have had thereto, and on December 30, complainants did file objections to said plan;

That said plan and said objections were fully considered by the Commission and the Commission found that said plan was practicable and feasible and would if properly executed furnish the additional water supply required by said order of September 28, 1912, and that complainants' objections to said plan were without merit.

The Commission therefore Ordered, that said objections of complainants to said plan of the defendant, be overruled. That said plan submitted by defendant be approved, and defendant was directed, required and ordered, to acquire such additional water supply in conformity with said plan to enable it to furnish all persons who had purchased land in the Wenatchee Heights Orchard Tracts in Chelan County,

Washington, and in the First Addition thereto, with the quantity of water specified in said order of September 28, 1912, for the irrigation season of 1913 and thereafter.

No. 757.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF H. K. ELLEN, *et al.*, *Complainant*, v. EAST WENATCHEE LAND COMPANY AND WENATCHEE CANAL COMPANY, *Respondent*.

Complaint was filed with the Commission August 29, 1912. Hearing was held at Wenatchee on September 11 and 12, 1912, testimony introduced and cause submitted.

Order was entered by the Commission on December 24, 1912, directing and requiring the respondent, Wenatchee Canal Company, to take immediate steps to abandon the dirt ditch then supplying water to the land owned by Dr. Sanders, and Mr. Miller, for the purpose of avoiding needless and unreasonable loss of water through seepage and evaporation, and to provide for carrying additional water to said land and to the land in the Rock Island plant; so as to supply all of said lands in the future with the quantity of water necessary for the proper irrigation and cultivation thereof, to-wit: one cubic foot of water per second of time for each 100 acres of land, from April 13, to October 31, of each year, which was equivalent to a continuous flow during such season of one-half miners inch per acre under a four-inch head, and directing and requiring the respondent Wenatchee Canal Company to notify the Commission in writing within fifteen days from the date of service of such order, what plan it proposed to adopt to accomplish the purpose stated, and to submit said plan to the Commission for approval, and such further order in reference thereto as the Commission might deem proper; and further ordering and directing respondent Wenatchee Canal Company to provide and install measuring boxes on or before April 15, 1913, for the accurate measurement of water pumped from its canal or ditches by pumping machinery, then installed or thereafter to be installed, and to notify the Commission not later than March 15, 1913, what work it had performed toward the installation of such measuring devices, and when such work would be fully completed, and requiring the respondent Wenatchee Canal Company to carefully measure out all water to said pumps in the future. The complaint in so far as it affected the defendant, East Wenatchee Land Company, was dismissed.

Said cause came on for hearing before the Commission at Olympia on February 14, 1913, on the plan submitted by the defendant Wenatchee Canal Company, on February 4, 1913, in pursuance of said order of December 24, 1912.

The Commission submitted said plans to the attorneys for the relators with the request that if relators had any objections to interpose against said plan, they immediately advise the Commission

thereof. No objections to said plans were interposed by relators or their attorneys. The Commission found that said plan proposed by the Wenatchee Canal Company would carry out the directions and requirements and accomplish the purposes set forth in paragraph one, of said order of December 24, 1912.

Order was entered by the Commission on February 14, 1913, approving said plan and directing and requiring the Wenatchee Canal Company to proceed with said improvements in accordance therewith.

No. 816.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* CHARLES ELREY, *Complainant*, v. PASCO RECLAMATION COMPANY, *Respondent*.

Disposition of this case is waiting decision in the case of Rankert v. Pasco Reclamation Company, pending in court.

No. 828.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION, OF KENNEWICK VALLEY WATER-USERS ASSOCIATION, *Complainant*, v. NORTHERN PACIFIC IRRIGATION COMPANY, *Defendant*.

Complaint was filed with the Commission on October 3, 1912. Hearings were held at Kennewick on October 30, 1912, and on January 7, 1913, testimony was introduced and cause submitted.

The Commission found, with other facts, that the members of the Kennewick Valley Water-Users Association, were water users located below the gravity canal of the defendant company in and near Findley, Benton County, Washington; that the land and water contracts between the water users and the defendant company provided for the sale of a certain quantity of land, together with a perpetual right to the use of water from the main canal, during the irrigation season, between April 1, and October 31, in quantity not to exceed 115,560 cubic feet per acre, being one cubic foot per second of time for 160 acres of land, and provided for a maintenance charge covering the cost of maintenance and operation of the canal, in the sum of one dollar per acre per annum, and that such contracts had been duly performed by the defendant company, according to the terms thereof; that in the early years of the operation of said canal the defendant had no measuring devices, and the water users were given whatever quantity of water they could conveniently use, no effort having been made to measure the same; the defendant had an abundance of water and not having contracted for the full supply allowed the water users to have what water they needed. That when the present owners bought the stock of the defendant company in 1908, they found upon investigation that the company was losing money on the water delivered from its canal, and sought to increase the income by bringing a new tract of land above

the canal known as the Kennewick Highlands, under irrigation, by pumping water from the main canal.

That early in the year 1912, defendant gave written notice to said water users that the users would be restricted in the future to their contract allowance by measuring boxes, which had been installed, and that the company would deliver an additional quantity of water for the year 1912, which with the contract allowance would give a total quantity equal to one second foot for eighty acres, upon the payment of \$3.00 per acre, which sum would cover both the cost of such additional water and an additional maintenance charge. This proposition contemplated the delivery of double the quantity of water specified in said contracts. This \$3.00 charge was challenged as unreasonable and excessive. Of the 8,131 acres of land then under contract for water under the main canal, 2,982 acres took the double water right for the year 1912. The company indicated its intention to make the same proposition for the year 1913.

That the soil in the vicinity of Findley, was very sandy; water was taken from the main canal through open ditches and carried in some instances between 2,000 and 3,000 feet before reaching the land to be irrigated; that rotation was not practiced to any considerable extent; that under these circumstances, the sandy soil required considerably more than one second foot of water for 160 acres, in order to irrigate successfully, especially for alfalfa; that most of the land in said locality would perhaps require the double water right.

That there were 2,633 acres under irrigation in the Kennewick Highlands, using an aggregate of 14 second feet of water, being at the rate of one cubic foot per second, for 180 acres, for a six months period; that the water was pumped from the main canal and a charge made of \$3.50 per acre for pumping and \$1.50 for maintenance of the main canal, which use of the water had greatly increased the revenue of the company, and aided in making its revenues approach the cost of operation without in any way depriving the owners of land under the canal of the quantity of water to which they were entitled. That there were 1,313 acres of land on the Highlands then owned by the defendant and on the market, but at that time using no water.

That in 1912, the actual cost of operating and maintaining the main canal excluding depreciation was \$19,313; that the actual depreciation figured by the Commission's engineer was \$4,750, making a total cost of operation and maintenance including allowance for depreciation of \$24,063. That during the year 1912, the receipts of the company for maintenance fees, single water right, additional water rights and from the Highlands amounted to \$18,537.89; that by charging all the land on the Highlands, including the company land a maintenance fee of \$1.50 per acre, and prorating the balance of the total cost to the land below the canal, the Commission's engineer estimated that the actual cost of the maintenance operation of the canal for the year 1912, was \$1.60 per acre, per annum, for the single water right and \$3.26 for the

double water right, and that the difference between the fee of \$1.50 and \$1.63, was accounted for by the difference in the duration and quantity of the water right above and below the canal; that the water users below the canal were therefore paying the defendant company under the single water right \$1.00 for a maintenance fee, when the maintenance actually cost the company \$1.63.

Complainants contended that the water users were the actual owners and proprietors of all the water in the canal, and that the company was merely their agent for carrying and delivering the water to them; that as the company had for many years given the users what water they needed, it had no right then to limit the quantity to the contract allowance, that the users were therefore entitled to an order of the Commission, requiring the company to continue to furnish them with double quantity of water, or what might be sufficient to properly irrigate and cultivate their lands.

The Commission found that the parties to this proceeding had contracted for a certain definite, specific water right, with a maintenance charge in connection therewith. That these contracts were all made prior to the passage of the Public Service Commission Act, section 34 of which provided, "that the Commission shall have no power to order the termination of any contract relating to the furnishing of any water for irrigation and domestic use, where such a contract is based upon a consideration passing at the time of the execution of such contract." That the defendant company had duly performed all the obligations imposed upon it by such contracts, and to grant the first request of the defendant would in effect require the Commission to terminate existing contracts, and to substitute new contracts in place thereof. Under section 34, above referred to, the Commission believed it was expressly prohibited from taking such action, and that such conclusion rendered unnecessary any discussion of the questions of appropriation and estoppel.

To grant the second request of the complainant would require an expensive investigation of soil and crop conditions. Such an investigation would not only be very difficult to conduct, to a satisfactory conclusion, but the results reached might at any time be rendered useless by improvements in either cultivation or irrigation methods. As to the charge for additional water, the Commission found that the evidence disclosed that the actual cost of maintenance and operation of the canal per acre per annum for the single water right, was \$1.63, which amount did not include any sum for the water right itself. The \$3.00 charge for a double water right to the present holders of a single water right, might therefore be said to have been made up of the following items:

- (a) For maintenance under original contract, \$1.00 per acre.
- (b) For maintenance for additional water right, \$1.63 per acre.
- (c) For water right per annum, \$.37 per acre.

The Commission held that a charge of thirty-seven cents per acre per annum for a water right is certainly not exorbitant; that it would appear to be very reasonable. The Commission therefore found, that under existing conditions, the charge of \$3.00 for a double water right per acre per annum, was not unreasonable or excessive.

The Commission held that it was without power to make such rate, or any rate, not provided by contract, run for any specified period of time, and that the defendant was within its rights in refusing to give a rate for a longer period than one year.

Order was therefore entered by the Commission on February 13, 1913, dismissing said complaint.

No. 1568.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF JOHN J. KELLY *et al.*, Complainant, v. PINECROFT ORCHARD COMPANY, Respondent.

Hearing was held at Spokane, October 25, 1913, during the progress of which hearing the parties to this proceeding reached an agreement, and entered into and filed with the Commission a written stipulation which disposed of the questions at issue for the time being, and by agreement of counsel, such hearing was continued subject to call should a further hearing become necessary.

**DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING TELEPHONE
COMPANIES.**

No. 135.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* CITY OF SPOKANE, Complainant, v. PACIFIC TELEPHONE AND TELEGRAPH COMPANY, Respondent.

Hearing was held at Spokane on November 14, 1913, testimony introduced and hearing concluded. Parties were allowed time within which to submit briefs. Brief of the City of Spokane was filed on November 28, 1913. Awaiting respondent's brief.

No. 462.

IN THE MATTER OF THE VALUATION OF THE PROPERTIES OF THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY, SPOKANE EXCHANGE PLANT.

Hearings were held and evidence introduced at Spokane on December 4, 1911, and on April 10, 1913. After consideration of all of the evidence, including reports and testimony of engineers, the Commission found the fair value of the Pacific Telephone and Telegraph Company's Spokane exchange plant, as a going concern, to be \$2,600,000.

No. 496.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* M. G. HARRIS *et al.*, Complainant, v. SUNNYSIDE TELEPHONE COMPANY, YAKIMA VALLEY TELEPHONE COMPANY AND PACIFIC STATES TELEPHONE AND TELEGRAPH COMPANY, Respondents.

Hearing on petition of Pacific States Telephone and Telegraph Company for modification of order entered May 3, 1912, held at North Yakima, September 17, 1913. Hearing concluded and parties allowed time within which to file briefs. On November 24, 1913, the brief of the Sunnyside Telephone Company was filed. Waiting for briefs of M. G. Harris *et al.*, Yakima Valley Telephone Company, and Pacific States Telephone and Telegraph Company.

No. 939.

PUBLIC SERVICE COMMISSION OF WASHINGTON, Complainant, v. BENTON INDEPENDENT TELEPHONE COMPANY, Respondent.

The Commission on its own motion filed a complaint against the Benton Independent Telephone Company, alleging that on February 10,

1913, said company filed with the Commission its tariff No. 1, applying to telephone service, which tariff provided among other rates, the following:

Ranch, stock, \$.75 per month, and ranch, non-stock, \$1.50 per month.

On February 21, 1913, said company filed with the said Commission its tariff No. 2, showing rates for telephone service, among which were the following rates for ranch service;

"Ground party line, code ringing, stockholders, \$1.00 per month."

"Ground party line, code ringing, non-stockholders, \$1.50 per month."

The Commission charged in its complaint that both tariff No. 1 and tariff No. 2, constituted an unjust discrimination in that said company charged, demanded, collected and received under said tariffs from non-stockholders, a greater compensation than they charged stockholders of the company for the same service rendered under the same or substantially the same circumstances and conditions, thereby giving an unreasonable preference and advantage to its stockholders, which was not warranted by law.

On February 21, 1912, the Commission entered an order suspending the operation of the rates contained in said tariff No. 1, and said tariff No. 2, for the period of ninety days, or until the further order of the Commission.

Thereafter, said telephone company withdrew said tariff and substituted therefor a tariff which removed such discrimination and unreasonable preference, which tariff was approved by the Commission.

On November 29, 1913, the Commission, therefore, entered an order dismissing this action.

No. 947.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF THE COMMERCIAL CLUB OF SEDRO WOOLLEY, WASHINGTON, *Complainant*, v. PUGET SOUND INDEPENDENT TELEPHONE COMPANY, SKAGIT RIVER TELEPHONE AND TELEGRAPH COMPANY, AND THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY, *Respondents*.

Complaint was filed by the Commercial Club of Sedro Woolley, praying for an order requiring the Puget Sound Independent Telephone Company and the Skagit River Telephone and Telegraph Company to make physical connection of the lines of such companies at or near Sedro Woolley, for the purpose of securing a line of continuous communication between the localities reached by lines of the Puget Sound Independent Telephone Company and the localities served by the lines of the Skagit River Telephone and Telegraph Company.

Hearings were held June 27, 1913, at Sedro Woolley, and July 1, 1913, at Seattle, evidence introduced and cause submitted.

The Commission on October 18, 1913, made and entered partial findings of fact, finding, in substance, that the Puget Sound Independent Telephone Company conducted a general telephone business in the

counties of King, Skagit, Snohomish and Whatcom, Washington, the lines of which company are hereinafter referred to as the "Independent System;" that the Pacific Telephone and Telegraph Company conducted a general telephone business in the counties of King, Snohomish, Skagit and Whatcom, and elsewhere in said state, and in other states, the lines of which company are hereinafter referred to as the "Pacific System;" that Skagit River Telephone and Telegraph Company conducted a general telephone business in the Skagit River Valley, in Skagit County, operating exchanges at Hamilton and Concrete and pay stations at smaller places between Sedro Woolley and Marble Mount, which lines are hereinafter referred to as the "Skagit System."

The Skagit System consists of two circuits extending from the city limits of Sedro Woolley easterly to its exchange at Hamilton, one circuit from its exchange at Hamilton to its exchange at Concrete and one circuit extending from its exchange at Concrete to Marble Mount, with several shorter circuits connected with its exchanges at Hamilton and Concrete, the two circuits extending from the city limits at Sedro Woolley to its exchange at Hamilton, are connected at the city limits of Sedro Woolley with circuits of the Pacific System connecting with the exchange of the Pacific System in Sedro Woolley. The Skagit System has approximately 200 local subscribers, about 70 of which are business subscribers and about 130 are residence and farmer lines.

The Independent System maintains exchanges at Sedro Woolley, Mount Vernon, Burlington, Anacortes and La Conner in Skagit County. Connected with such exchanges in said county, the Independent System has altogether about 1,725 subscribers; of these about 1,418 are local subscribers, 171 farmer subscribers, about 438 are for business places and about 239 of the 438 business telephones are maintained by subscribers who also subscribe to the service of the Pacific System, leaving about 199 places of business in said community served exclusively by the Independent System. Approximately 1,287 of the 1,725 subscribers are for residences and about 77 of the 1,287 residence telephones are maintained by subscribers who also subscribe to the service of the Pacific System, leaving approximately 1,210 residences in said community served exclusively by the Independent System.

The lines of the Skagit System and the Independent System could by the construction and maintenance of suitable connections for the transfer of messages and conversations at or near the east limits of the city of Sedro Woolley, be made to form a continuous line of communication between Sedro Woolley, Mount Vernon, Burlington, Anacortes and La Conner, and other localities served by the Independent System on one hand and Lyman, Hamilton, Concrete, Marble Mount and other localities served by the Skagit System, on the other.

That unless such connection for the transfer of messages and conversations be made between the Independent System and the Skagit System, as aforesaid, approximately 199 business places in the localities served by the Independent System in Skagit county, and approximately

1,210 residences served exclusively by the Independent System in said communities cannot have the advantage of a continuous line of communication between said localities and the localities served by the Skagit System, without subscribing to the service of the Pacific System.

The Pacific System maintains a pay station for long distance business in La Conner and exchanges for local and long distance business in the following named cities and towns in Skagit county, with approximately the class and number of subscribers below stated respectively:

	Local Subscribers.	Farmer Subscribers.	Suburban Subscribers.	Total.
Anacortes	376	65	...	441
Burlington	76	12	64	152
Mt. Vernon	287	261	41	589
Sedro Woolley	136	54	61	251
Total	875	392	166	1,433

That a suitable connection for the transfer of messages and conversations can be made at or near the east limits of the city of Sedro Woolley, at a cost of about \$50.00, and an efficient service obtained.

The Pacific System maintains and operates an exchange for local as well as long distance business at Sedro Woolley and maintains a physical connection between said exchange and the lines of the Skagit System at the east limits of the city of Sedro Woolley under the contract which was entered into between the Pacific Telephone and Telegraph Company and the Skagit River Telephone and Telegraph Company, on October 20, 1910, which contract provides, among other things that the Skagit River Telephone and Telegraph Company may not during the life of such agreement connect with any toll line exchange or exchanges either within or without its territory other than those of the Pacific Telephone and Telegraph Company, without the consent of the latter company. Said contract provides that it shall continue in force and effect until the 1st day of October, 1915, and thereafter until six months after legal notice may be given by either party to the other of its intention to terminate the same unless sooner terminated by breach of certain provisions and conditions therein contained. The Pacific Telephone and Telegraph Company refuses to consent to any connection between the lines of said Skagit River Telephone and Telegraph Company and those of the Puget Sound Independent Company.

That by means of such physical connection between the Pacific System and the Skagit System, there now exists a continuous line of communication between the localities served by the Skagit System and all localities within telephonic distance thereof, served by the

Pacific System, including all of the localities reached by the lines of the Independent System.

The Commission did not undertake to pass upon or adjudicate the contractual relations of the Pacific Telephone and Telegraph Company and the Skagit River Telephone and Telegraph Company, nor the rights, liabilities or obligations of either or both of such companies under said contract.

Certified copies of the findings of fact so made and entered were served upon each of the parties to this cause and complainant allowed to December 9, to file brief, defendants to December 24, to file answer briefs and the complainant to January 5, 1914, to file reply brief.

No. 956.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF E. R. DOUGHTY *et al.*, *Complainant*, v. THE MALDEN SUPPLY AND POWER COMPANY, THE ROSALIA TELEPHONE COMPANY, THE PACIFIC STATES TELEPHONE AND TELEGRAPH COMPANY, *Respondents*.

Hearing was held at Malden, Washington. Witnesses sworn and examined, the cause submitted and the Commission having made and entered its findings of fact, entered its order on June 5, 1913, as follows:

"That said defendant companies, Malden Supply & Power Company and Rosalia Telephone Company be and they are hereby directed, required and ordered to charge the residents of the town of Malden on each long distance call, either incoming or outgoing, from Malden, a sum not in excess of ten cents, in addition to the regular toll charge, for the use of the Malden-Rosalia line.

"That the defendant Malden Supply & Power Company be and it is hereby directed, required and ordered to discontinue in the future the charge of ten cents for messenger fees on each incoming call to residents of Malden, when a messenger is not employed to deliver said call.

"That said defendant Malden Supply & Power Company be and it is hereby further directed, required and ordered to give continuous telephone service for twenty-four hours each day, and to charge for the use of the local exchange within the town of Malden, the following schedule of rates:

"One party business phone	\$2.25 per month.
"Two party business phone	2.00 per month.
"One party residence phone	2.00 per month.
"Two party residence phone	1.75 per month.
"Four party residence phone	1.25 per month.
"Extension bell .....	.50 per month.
"Extension telephone	1.00 per month.

"It is further ordered that said service and schedule shall continue in force from July 1st, 1913, to January 1st, 1914, and that after said last

named date either party to this cause may petition this Commission for a change, modification or alteration of said service or schedule of rates, or any part thereof."

No. 962.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF NORTH-WESTERN LONG DISTANCE TELEPHONE COMPANY, *Complainant*, v. PACIFIC TELEPHONE AND TELEGRAPH COMPANY, SUNSET TELEPHONE AND TELEGRAPH COMPANY, AND INDEPENDENT TELEPHONE COMPANY, OF SEATTLE, WASHINGTON, *Respondents*.

Complaint was filed in this cause by the Northwestern Long Distance Telephone Company, praying for an order requiring the defendants to receive, transmit and deliver without discrimination or delay all messages to and from patrons of the complainant and patrons of the respondents at Seattle and Tacoma, and that reasonable rules and regulations be promulgated and established for the transaction of interchange business between the lines of the complainant and the patrons and local lines of the respondents at Seattle and Tacoma, and especially that respondents be required to desist from further discrimination in transacting the business of and for the complainant in said cities.

Hearing was held at Seattle, on May 6 and 7, 1913, many witnesses were sworn and examined and said hearing continued, subject to call.

Since said hearing negotiations have been pending between the various companies involved, for the purpose of effecting a compromise of their differences and the establishment of satisfactory rules and regulations for the government of their interchange business, for which reason said cause has not been assigned for further hearing.

No. 981.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF W. LAWRENCE GREY AND EMILY F. GREY, *Complainants*, v. RICHMOND BEACH TELEPHONE AND POWER COMPANY, *Respondent*.

Complaint was filed in this cause by W. Lawrence Grey and Emily F. Grey, husband and wife, praying for an order requiring the respondent to install a party line telephone in complainants residence near Richmond Beach, King County, Washington.

After complaint was filed, the respondent made adjustment of the matter in controversy, satisfactory to the complainant and this action was thereupon dismissed.

No. 990.

IN THE MATTER OF THE VALUATION OF THE MALDEN SUPPLY AND POWER COMPANY AND THE ROSALIA TELEPHONE COMPANY.

Hearing was held at Malden, Washington on May 29, 1913, testimony introduced, and the Commission made and entered findings of fact.

The Commission found the fair value of the local exchange system of the Malden Supply & Power Company used and useful in furnishing service to the public within the town of Malden, to be \$6,884; the fair value of that portion of the Malden-Rosalia toll line belonging to the said Malden Supply & Power Company to be \$691.00; the fair value of that portion of the Malden-Rosalia toll line belonging to the Rosalia Telephone Company, to be \$218.00.

No. 1516.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* THE LOWER NACHES TELEPHONE COMPANY, *Complainant*, v. PACIFIC TELEPHONE AND TELEGRAPH COMPANY, *Respondent*.

Hearing was held at North Yakima on November 14, 1913, evidence introduced, and hearing concluded. Parties were allowed time within which to file briefs. On November 26, 1913, respondent filed brief.

No. 1533.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. PACIFIC TELEPHONE AND TELEGRAPH COMPANY, *Respondent*.

On June 16, 1913, the Pacific Telephone and Telegraph Company filed with the Commission a certain tariff schedule to become effective July 16, 1913, naming and establishing air line toll rates to be thereafter charged and collected for long distance telephone service between towns in the State of Washington. On July 11, 1913, the Commission entered an order suspending such air line toll rates, pending investigation, for a period of ninety days from July 16, 1913. On October 6, 1913, the Commission entered a second order of suspension in said cause suspending said air line toll rates for the further period of sixty days, that is for a period of one hundred fifty days from July 16, 1913.

After due notice to the respondent and to the commercial clubs and commercial organizations in all of the principal cities in the State of Washington, hearings were held at Spokane, November 12 and 13, North Yakima, November 15; Seattle, November 17, and Tacoma, November 18, and the Commission is still engaged in the investigation and consideration of the proposed air line rates.

No. 1556.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF H. S. BARCLAY, MAYOR, AND OTHER CITIZENS OF TENINO, WASHINGTON, *Complainants*, v. NORTHWESTERN LONG DISTANCE TELEPHONE AND TELEGRAPH COMPANY, *Respondents*.

Complaint was filed by H. S. Barclay, mayor of Tenino, and J. F. Canon, Isaac Blumauer and N. W. Everts, citizens of Tenino, Washington, on August 22, 1913, praying for an order requiring the respondents to make physical connection between the lines of the Northwestern Long Distance Telephone Company and the Pacific Telephone and Telegraph Company, and the switch board of the local exchange operated by Amos Furness, in Tenino, Washington, for the purpose of enabling all telephone users at Tenino, Washington, to secure long distance service over the lines of the Northwestern Long Distance Telephone Company, and the Pacific Telephone and Telegraph Company.

Hearing was held at Olympia, Washington, October 14, 1913, testimony introduced, cause submitted, and findings of fact were made and entered on November 26, 1913.

The Commission found, among other facts, that respondent, Amos Furness, owned and operated a local telephone system in Tenino, Washington, being the only local system in such town. That the Northwestern Long Distance Telephone Company owned and operated a long distance telephone system from certain points in Benton County, Oregon, northerly through the west portion of said state, including Portland, thence through Vancouver, Washington, and various other points in Washington, including said town of Tenino, through Tacoma and Seattle and thence to Port Angeles. That said Northwestern Long Distance Telephone Company's system connects with the Independent Telephone Company's thereby reaching about three hundred cities and towns in Washington and Oregon. That the Pacific Telephone and Telegraph Company operates a long distance system and a large number of local telephone systems in Oregon and Washington; that there are certain places in the states of Oregon and Washington which are reached by the lines of the Northwestern Long Distance Telephone Company, which are not reached by the lines of the Pacific Telephone and Telegraph Company, and that there are a large number of places which are reached by the lines of the Pacific Telephone and Telegraph Company which are not reached by the lines of the Northwestern Long Distance Telephone Company.

That the local exchange system of Amos Furness, at Tenino, did not connect with the lines of the Northwestern Long Distance Telephone Company, but did connect exclusively with the lines of the Pacific Telephone and Telegraph Company; that there are certain points with which said telephone exchange of Amos Furness is unable to transact long distance business, because the Pacific Telephone and Telegraph Company's lines do not reach such points; that if the local exchange of said Amos Furness, was connected with the lines of

the Northwestern Long Distance Telephone Company, the citizens of Tenino would have service with such points not reached by the Pacific Telephone and Telegraph Company.

That Tenino has a population of 1,000 to 1,200 people, and an additional population of about 1,000 people is located in the territory adjoining such city. A number of industries, such as stone quarries and saw mills are situated in Tenino and the territory adjoining, and manufacturing industries and commercial activities of said community are such that there is considerable demand for long distance telephone service; that respondent, Amos Furness, operated said local exchange under and by virtue of a franchise granted by said town of Tenino, having about 150 telephones connected with his local exchange; that considerable business was transacted by patrons of the Furness local system with the residents of the town of Winlock, several miles south of Tenino. The Pacific Telephone and Telegraph Company had no local service at Winlock, the local business being operated by the Northwestern Long Distance Telephone Company. A number of farmers lines connected with the local exchange of the Northwestern Long Distance Telephone Company at Winlock, and these lines could not secure service over the lines of the Pacific Telephone and Telegraph Company; that the Northwestern Long Distance Telephone Company connected exclusively with about 1,000 telephones and the Pacific Telephone and Telegraph Company connected exclusively with 150 telephones in the city of Port Townsend; that United States forts Flagler, Casey and Warden, situated near Port Townsend were served exclusively by the Northwestern Company. These forts had about 200 telephones connecting exclusively with the Northwestern System, and the Furness System was unable to connect with the Pacific Telephone and Telegraph Company's lines to render any service to its patrons at these points; that about 125 telephones on rural lines at Leland, served by the Northwestern System, exclusively, through its connection at Port Townsend and the communities of Silver Lake and Toutle, about twenty miles from Castle Rock, were served exclusively by the Northwestern Company; that the Pacific Telephone and Telegraph Company did not render any service to the persons having telephones which connect with the Northwestern Company, or to the residents of either of said communities; that there were about 5,000 telephones in the city of Portland and its suburbs which connected exclusively with the Northwestern System.

The Northwestern Long Distance Telephone Company and the respondent Amos Furness, both answered, admitting the allegations of the complaint and both consent to the entry of an order requiring connection of the lines of the Northwestern Long Distance Telephone Company with the switch board of said Amos Furness, so that local patrons of the Furness System, would have the benefit of dual long distance service; that the telephone lines of Amos Furness and the Northwestern Long Distance Telephone Company lines, can be rea-

sonably connected at Tenino which is a common point, and when so connected will have a continuous line of communication between said common point and different localities, and by such connection different localities could be connected which are not reached by either line alone; that the Furness System serves 150 points in and about Tenino, which are not reached by the Northwestern System; the Northwestern System reaches about 300 stations not reached by the Tenino System. By such connection better and more efficient service would be obtained, and that to secure a more satisfactory, better and more efficient service for the people of Tenino, it was necessary that said connection be made; that the Pacific Telephone and Telegraph Company maintains its service in connection with the Furness System, under written contract with said Amos Furness, dated December, 1912, which provided that respondent, Amos Furness would not connect with any toll lines other than those of the Pacific Telephone and Telegraph Company, and its allied companies, without consent in writing of said Pacific Telephone and Telegraph Company.

The Pacific Telephone and Telegraph Company contended that if the Commission should make the order prayed for the obligation of said contract would be impaired, in violation of the provisions of Article 1, Section 10, Subdivision 1, of the Constitution of the United States.

On November 26, 1913, the Commission entered an order requiring the Northwestern Long Distance Telephone Company and said Amos Furness to construct and maintain suitable connection between the lines of said Northwestern Long Distance Telephone Company and the lines of the said Amos Furness at Tenino, for the transfer of messages and conversations between the patrons of both lines and that said connection be made within thirty days from the service of such order, or that said Northwestern Long Distance Telephone Company and said Amos Furness, show cause to the Commission, if any there be, why such connection could not reasonably be made within said time.

Such order also required said Northwestern Long Distance Telephone Company and said Amos Furness, to promulgate, publish and establish joint rates and charges for service by and over their said lines in pursuance of said order, and that such joint and through rates be promulgated and established within thirty days after service of such order or that said Northwestern Long Distance Telephone Company and said Amos Furness, show cause if any there be, why they were unable to agree upon the apportionment and division of joint rates.

No. 1590.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* PHINNEY AVENUE IMPROVEMENT CLUB, *Complainant*, v. PACIFIC TELEPHONE AND TELEGRAPH COMPANY, *Respondent*.

Complaint was filed on October 6, 1913, praying for an order requiring respondent to discontinue the use of the prefix "Ballard" in connection with the identification by number of all telephones located within a certain district in the city of Seattle, and that the prefix "North" be substituted therefor. Cause pending.

**DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING GAS
COMPANIES.**

No. 665.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF THE CITY OF SPOKANE, *Complainant*, v. SPOKANE FALLS GAS LIGHT COMPANY AND SPOKANE GAS & FUEL COMPANY, *Respondents*.

Hearings were held in this case at Spokane, Washington, on April 7, 8, 9 and 10, 1913. By agreement of all parties interested in the proceeding this cause was heard in conjunction with the proceeding to ascertain the value of respondents' gas plant in the city of Spokane. Testimony was introduced, and the reports and testimony of F. S. Burroughs, chief engineer of the Commission, William D. Marks, of New York, engineer retained by the city of Spokane, and Henry I. Lea of Chicago, engineer retained by the respondents, were introduced and considered.

The Commission made and entered its findings in the valuation proceeding and fixed the value of the property at \$1,100,000, which value was adopted for the purposes of this case.

The respondents had since April, 1903, charged for gas in the city of Spokane, a flat rate of \$1.75 gross, and \$1.50 net, per thousand cubic feet, irrespective of quantities consumed. All the experts agreed that such system of rates was indefensible; that it was largely responsible for the consumption of gas failing to reach the capacity of the plant, and that the company could not hope to survive the keen competition of its electric rivals, unless radical changes were made in its rate schedule, which would enable it to increase the sale of its commodity. It was admitted by the respondents' experts that a sliding scale should be substituted for the flat rate theretofore in effect, and that the highest charge under such sliding scale could not, for business reasons, exceed the then existing flat rate of \$1.50 net. Elaborate statements of past operating expenses and earnings were submitted. It was conceded that the operations of the company had been so badly handicapped under the flat rate that past earnings of the Company under such rate afforded no accurate basis for estimating what could reasonably be expected under a sliding scale of rates.

The Commission found that a sliding scale of rates should be put in effect for an experimental period, subject to correction at the end of such period, and that such rates should be sufficient to insure the respondents' reasonable operating expenses, depreciation, and a return upon the value of their property.

For the purpose of estimating the reasonable operating expense which should be allowed said companies, the Commission used as a basis the average operating expenses for the years 1911 and 1912,

which were shown by the books of the respondents to have been as follows:

Net production expense	\$114,055.40
Distribution expense	32,591.87
Collection expense	21,602.13
General expense	48,814.54
Taxes	14,239.14
Bad debts	1,950.00

Total\$233,253.08

Production expense should be reduced by allowing a proper credit for "residuals," the fair value of coke, a by-product sold in the market as fuel. Respondents credited coke at \$3.30 per ton. Coke sells in Spokane at \$7.00 per ton. The marketing expense does not exceed \$2.00 per ton. The Commission found that coke should be credited at not less than \$5.00 per ton, making a credit of \$5.00 per ton instead of \$3.30 per ton, and making a corresponding adjustment in the cost of coke used as bench fuel. The Commission found that an additional net credit should be allowed for residuals, thereby reducing the amount to be allowed for net production expense by the sum of \$11,882.65.

Distribution expense for the years 1911 and 1912 included \$9,645.68 for gratuitous work. The Commission found that \$5,000 per annum should be ample in the future, thereby making a net reduction in the amount which should be allowed for distribution expense, of the sum of \$4,645.68.

Collection expense for the years 1911 and 1912, totaling \$21,602.13, was found to be excessive, and that such expense should not exceed six cents per thousand feet of gas sold, based on the average consumption during the years 1911 and 1912 (2,400,000 feet) the collection expense would be \$12,024, which the Commission considered ample, thereby reducing the amount to be allowed for collection expense by the sum of \$9,578.13.

General expense was also found to be excessive. This item included \$22,362.82 for promoting new business. It was estimated that, if a proper schedule of rates was put in force, it would not be necessary to expend such a large amount for soliciting, advertising, etc., and that for the future this item should not exceed \$5,000 per annum, thereby reducing the amount to be allowed for general expenses by the sum of \$17,362.82.

General expense also covered the cost of maintaining general offices, salaries, legal expenses, etc. The Commission found that these items were abnormally high, due to the maintenance of separate corporate existence of two corporations on account of disputes between stockholders, and that such disagreements should not be permitted to increase the price of gas to the public, and therefore de-

cided to reduce the amount to be allowed for general expense by the further sum of \$5,000.

RECAPITULATION.

Deduction from production expense	\$ 11,882.65
Deduction from distribution expense	4,645.68
Deduction from collection expense	9,578.13
Deduction from general expense	17,362.82
Deduction from general expense	5,000.00
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Total	\$ 48,469.28
Total average operating expense for 1911 and 1912....	\$233,253.08
Total deduction	48,469.28
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Allowed for operating expense for ensuing year...\$184,783.80

Depreciation at two per cent on the valuation of the respondents' property of \$1,100,000 was allowed, making an annual depreciation allowance of \$22,000.00.

The Commission held that for a test period during which the respondents were building up its business under a revised rate schedule, the respondents could not reasonably demand more than five per cent on the fair valuation of its property to be available for dividends. Such valuation having been fixed at \$1,100,000, the sum thus available for dividends should be \$55,000.00.

RECAPITULATION.

Operating expense allowed for ensuing year	\$184,783.80
Depreciation	22,000.00
Interest on value of property	55,000.00
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Operating expense, depreciation and interest on value
of property

\$261,783.80

The Commission found that the total gas consumption in the city of Spokane for the year 1912, was 193,110,000 cubic feet. Applying the rates and minimums hereinafter specified to this consumption the Commission found that revenue would be produced in the following amounts:

114,370 M. at \$1.10	\$160,118.00
36,041 M. at \$1.30	46,854.00
18,860 M. at \$1.20	21,433.00
8,860 M. at \$1.10	9,029.00
16,631 M. at \$1.00	16,631.00
Minimum bills	4,365.00
Discounts not taken.....	2,114.00
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Total revenue

\$260,544.00

Assuming that the actual consumption of gas does not fall below that of the year 1912, the Commission found that the above specified

total revenue would be assured, and that if the consumption of gas equals the average for the years 1911 and 1912, (200,400,000 cubic feet) the total revenue would be at least \$7,500 greater. The Commission expressed the opinion that, considering the testimony of the experts, the consumption under the schedule of rates proposed by the Commission would be materially increased over the consumption during the year 1912, and over the average consumption during the years 1911 and 1912. The Commission found that the capacity of the plant was ample to care for a consumption of at least fifty per cent larger than the consumption during the year 1912, without additional investment for machinery or equipment.

The Commission found that the following sliding schedule of rates was just and reasonable to both the respondents and to the public and ordered respondents to charge for gas in the city of Spokane, from and after July 1, 1913, and until further order of the Commission, the following rates:

SCHEDULE.

- "Not to exceed \$1.40 per M. for first 2 M. cubic feet used per month.
- "Not to exceed \$1.30 per M. for next 3 M. cubic feet used per month.
- "Not to exceed \$1.20 per M. for next 5 M. cubic feet used per month.
- "Not to exceed \$1.10 per M. for next 5 M. cubic feet used per month.
- "Not to exceed \$1.00 per M. for all over 15 M. cubic feet used per month.

DISCOUNTS.

"The above rates are net rates. Gross rates shall not exceed the net rates by more than ten cents per thousand cubic feet. This discount shall be allowed on all bills paid not later than ten days from date thereof.

MINIMUM CHARGES.

3 to 10 light meters	\$.50 per month.
20 light meters .....	.65 per month.
30 light meters .....	.85 per month.
45 light meters	1.10 per month.
60 light meters	1.40 per month.
100 light meters	2.00 per month.

"The user is entitled to an amount of gas equivalent to the minimum charge, if such quantity of gas is consumed within the month for which the minimum charge is levied."

The respondents were ordered to continue in force the above rates, discounts and minimums from July 1, 1913, to October 1, 1914; and that after said last mentioned date either party to this cause might petition the Commission for a change, modification or alteration of such rates, discounts and minimums, or any part thereof.

The Commission stated that it did not wish to be understood as fixing the rate of net return at five per cent on the value of the plant

as the maximum rate of return to which the respondents should be entitled when the business had readjusted itself, under the operation of such revised schedule of rates; expressing the opinion that the respondents should be assured at least that profit during the test period, and that the rate of return be allowed as a basis for fixing permanent rates could be determined only after the effect of the revised rates on the business was demonstrated.

On September 10, 1913, the complainant and respondents entered into a stipulation in the above entitled cause to the effect that the order entered in the above entitled cause, made May 15, 1913, fixing the rates, discounts and minimums above specified be amended so as to provide that said respondents be directed, required and ordered to continue in force such rates, discounts and minimums from July 1, 1913, to January 1, 1914, and that at any time after January 1, 1914, either party to this cause might petition the Commission for a change, modification or alteration in any respect of said rates, discounts and minimums, or any part thereof; that upon the filing of such petition the Commission would promptly fix a date for the hearing thereof, and upon such hearing the Commission should consider all the evidence introduced upon the original hearing and such additional competent material and relevant evidence as either party might desire to offer, including evidence as to the practical workings of said order between said July 1, 1913, and January 1, 1914, and as to any other matters occurring subsequent to the original hearing, which might tend to throw light upon the question of whether the rates fixed in said order are reasonable or unreasonable, and as to whether the findings upon which such order was based are proper or improper; that at the conclusion of such hearing the Commission would either make new findings, amend the previous findings, or adopt such findings as their final findings in the cause according as all the evidence then submitted to the Commission might seem to warrant, and should thereupon, on such new, amended or adopted findings, make such final order as to rates, discounts and minimums, as the evidence and the findings made thereon should, to the Commission, seem warranted, and that any findings then made or adopted and any order entered thereon, should be deemed the final findings and order of the Commission in this matter, and subject to review upon the application of either party hereto, in the manner provided by the Public Service Commission Act, for the review of final orders made by the Commission.

On September 26, on the authority of such stipulation, the Commission entered an order in said cause, amending said order made on May 15, 1913, in accordance with the terms of such stipulation.

No. 681.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF A. J. SPLAWN, MAYOR OF NORTH YAKIMA, *Complainant*, v. THE PACIFIC POWER AND LIGHT COMPANY, *Respondent*.

(See No. 681, of cases affecting electric light and power Companies, page)

No. 885.

IN THE MATTER OF THE VALUATION OF THE PROPERTY OF THE SPOKANE FALLS GAS LIGHT COMPANY, AND THE SPOKANE GAS & FUEL COMPANY.

Hearing was held in this cause in conjunction with hearing of Cause No. 665; findings of fact were made and entered, fixing the valuation of the properties of the Spokane Falls Gas Light Company and the Spokane Gas and Fuel Company at the sum of \$1,100,000.

No. 906.

IN THE MATTER OF THE ADOPTION OF UNIFORM ACCOUNTING SYSTEMS AND CLASSIFICATION OF REVENUE ACCOUNTS FOR GAS COMPANIES.

The Commission on December 30, 1912, adopted, tentatively, certain uniform accounting systems and classification of revenue accounts for gas companies, copies of which were furnished to each of the various gas companies, doing business in this state, and on January 29, 1913, after due notice to all of said gas companies hearing was held at Olympia, Washington, for the purpose of considering objections and suggestions relating to such accounting systems and classifications, and the following named companies were represented at said hearing: H. M. Billesby Company, by Mr. A. E. Lambe; The Puget Sound Traction, Light & Power Company, by Messrs. A. S. Mitchner, G. E. Quinan and W. E. Best; Pacific Power & Light Company, by Mr. Davis; Portland Railway, Light & Power Company, by Mr. R. W. Shepard; Washington-Oregon Corporation, by Mr. B. F. Donahue, and the Spokane Gas Company, by Mr. Harry Warner.

Said order, tentatively adopting such uniform accounting systems, and citations, were served upon all of the gas companies of the state, such companies having been thereby notified to be and appear at the office of the Commission in Olympia, Washington, at eleven o'clock A. M. on the 28th day of January, 1913, to show cause, if any they had, why said accounting systems so promulgated and tentatively adopted by the Commission and served upon them, as by statute required, should not be finally adopted, and to show what alterations, changes or modifications, if any, should be made in such systems and forms. At such time and place the hearing of such cause was duly continued to the 29th of January, 1913, at the hour of 3:30 o'clock P. M., at which time and place, the Commission convened for such hearing, there being no objection interposed to such accounting sys-

tems, and it further appearing that said accounting systems complied with all statutory requirements and were workable, practical systems designed to afford the Commission necessary information in valuation and rate cases, and to procure uniformity in the accounting systems of all gas companies doing business in this state;

The Commission ordered that said accounting systems for gas companies be, and the same were, by such order, adopted as the final accounting systems of the Public Service Commission of Washington, for gas companies, to be enforced, followed, observed and obeyed, by said companies and each of them, on and after January 1, 1913.

The Commission further ordered, that, if in the practical operation of the accounting systems thereby adopted, the small companies doing business in the state should deem any modifications, alterations or amendments necessary thereto, application might be made to the Public Service Commission in writing, for such modifications, alterations or amendments, and that in each case the Commission should determine to what extent such smaller companies, so applying, should be exempt from the operation of such systems.

No. 935.

In re APPLICATION OF THE SEATTLE LIGHTING COMPANY, TO CARRY TAXES AS AN OPERATING EXPENSE.

Hearing held on February 3, 1913, upon the application of the Seattle Lighting Company for an order permitting it to carry taxes as an operating expense in its accounting system. It appeared to the Commission that the Seattle Lighting Company was required by its trust deeds to carry taxes as an operating expense, and not as deductions from gross income, and that to carry taxes as a deduction from the gross income would require such company to carry two sets of books, and that in the final analysis, it would be immaterial in which classification such item was carried.

The Commission ordered, that the Seattle Lighting Company be, and it was, by such order, permitted to carry taxes of such company as an operating expense.

No. 1600.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF THE CITY OF SEATTLE, *Complainant*, v. SEATTLE LIGHTING COMPANY, *Respondent*.

Petition filed October 23, 1913, alleging that all charges and rates, demanded or received by respondent and that certain practices, customs, rules and regulations of respondent are unjust, unfair, unreasonable, discriminatory and result in undue and unreasonable preference and advantage to many of its patrons in the city of Seattle. Cause pending.

DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING STEAMSHIP
COMPANIES.

No. 794.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
EVERETT COMMERCIAL CLUB, *Complainant*, v. INLAND NAVIGATION
COMPANY, *Respondent*.

Complaint was filed in this case by the Everett Commercial Club against the Puget Sound Navigation Company. The Commission found that the Inland Navigation Company had succeeded the Puget Sound Navigation Company, and therefore ordered that the Inland Navigation Company be, and such company was, substituted for the Puget Sound Navigation Company as party defendant in this action.

Hearings were held at Seattle January 24th, 1913, and at Everett June 11th, 1913. Testimony was introduced and cause submitted.

On September 12th, 1913, the Commission made and entered findings of fact in this cause, finding, in substance, that defendant operated a line of steam passenger and freight boats on Puget Sound, operating only two boats, known respectively as "City of Everett" and the "Kulshan" which touched at Everett. That the City of Everett was operated between Seattle and Everett as a passenger boat exclusively. That the Kulshan left Seattle at ten o'clock P. M., arrived at Everett at twelve o'clock midnight, discharged passengers and freight from Seattle and received passengers only, for Anacortes and Bellingham and freight for Seattle (by way of Bellingham); immediately departed for Anacortes, arrived at that place at five o'clock A. M., discharged passengers and freight from Seattle, and passengers from Everett, received passengers and freight for Bellingham; left Anacortes for Bellingham at seven o'clock A. M. and arrived at Bellingham at eight o'clock A. M.; that said boat left Bellingham at ten o'clock A. M. arrived at Anacortes at eleven o'clock A. M., discharged and received passengers only, left immediately for Port Townsend, arrived at one-thirty o'clock P. M., discharged and received passengers only, left at once for Seattle, arrived at four-thirty P. M., and consumed six hours and thirty minutes' time on the run from Bellingham, made connections with boats leaving for Tacoma and other points at five o'clock P. M. On this run, this boat neither received nor discharged freight at Anacortes or Port Townsend, made the run in as little time as possible in order to meet the competition from other water transportation companies and the trains of the Great Northern railway.

That to require the steamer Kulshan to receive freight at Everett for Port Townsend would cause further delay at Everett, and increase and prolong the noises which result from handling freight, and would thereby further disturb the rest of sleeping passengers. That the

handling of freight at Everett was the cause of the loss of some passenger business which said steamer would have otherwise obtained. That should the freight offered at Everett for transportation to Port Townsend be sufficient in quantity to render such service of any considerable value to the public, the delay at Everett and the increased and prolongation of the noises occasioned by the handling of such freight, would materially injure the passenger service then offered the public by such steamer, and by reason of the sharp competition between said steamer and the trains of the Great Northern, as well as passenger steamers operated between the same points by other companies, would cause a considerable loss of passenger business which said steamer would otherwise receive. That approximately seventy-five per cent of the earnings of the *Kulshan* were derived from the passenger business; that there was no showing (or reasonable probability) of sufficient increase in freight receipts resulting from freight shipments from Everett to Port Townsend, or other points on the Straits, to offset any material loss of passenger business.

That defendant operated the steamer "Puget" from Seattle to Port Townsend, which followed the west side of the Sound, touched, en route, at Kingston, Newhurst, President Point, Apple Point, Sandypoint, Cook's Camp, Eglon, Davis landing, Hamsville, Husby, Port Gamble, Port Ludlow, Irondale and Port Hadlock, and returned to Seattle over the same course and made the same stops.

That defendant operated the steamer "Rosalie" from Seattle to Port Townsend, which touched at various points on San Juan and Orcas island, and at Bellingham on the down-Sound trip, and from Bellingham to Anacortes, Port Townsend and Seattle on the return, passing through the outside channel on both trips and not less than eight miles from Everett. That the distance from Seattle to Port Townsend was approximately 42 miles; that Everett was approximately 8 miles off the course of steamers running from Seattle to Port Townsend, by reason of which neither the *Rosalie* nor the *Puget* could be stopped at Everett without deviating from the established course from Seattle to Port Townsend, thereby increasing the distance traveled between said points by 16 miles and increasing the time required for such run from one to two hours additional.

That the operating expense per mile of the *Rosalie* was approximately 89 cents, and the round-trip cost of diverting said steamer from its established course for the purpose of making a stop at Everett, would be approximately \$14.25; that the operating expense per mile of the steamer *Puget* was approximately \$1.18, and the round-trip cost of diverting the *Puget* for the purpose of stopping at Everett would be approximately \$18.88. That there was no showing (or any reasonable probability) of sufficient new business being handled by defendant through the diversion of either of said steamers to offset said cost, or any material part thereof.

That all of the steamers operated by defendant on the routes specified, were large, expensive boats having capacities from fifty tons freight and from, twenty to thirty passengers (Puget), to one hundred and fifty tons freight and ninety more passengers (Kulshan), costing from \$40,000 (Puget) to \$225,000 (Kulshan), with operating expenses much higher than the smaller boats operated over practically the same routes by other transportation companies.

That it was impractical for the defendant to handle freight from Everett to Port Townsend, Port Angeles or Dungeness on a through boat and a local rate without either diverting said steamer Rosalie or the steamer Puget, as before stated, or delaying said steamer Kulshan at Everett for receiving freight, and again at Port Townsend for discharging freight—the only method open to defendant (other than the alternatives last mentioned) being by local shipment from Everett to Seattle by way of Bellingham on the Kulshan and by local shipment from Seattle to Port Townsend on a different boat, which necessitated the discharge of such freight from the Kulshan at Seattle dock and reloading on one of the steamers which carried freight from Seattle to Port Townsend, Port Angeles or Dungeness, at times, also, necessitating the transfer of such freight from one ship to another at the Seattle dock, all of which required the relisting of such freight on the manifest of the boat from Seattle to Port Townsend, or other points named, and practically the same physical handling and accounting as in the case of two distinct local shipments.

That there were other water transportation companies operating freight and passenger boats between Everett and Seattle and between Seattle and Port Townsend, Port Angeles, Dungeness, Bellingham and points on the Straits; also between Everett and Anacortes and Bellingham; that by reason of which, both Port Townsend and Everett, as well as the other cities named, had adequate shipping facilities to care for the necessities and convenience of the people of said cities.

That the establishment of a through route from Everett to Port Townsend, Port Angeles and Dungeness (if such through route could be established without undue injury to the passenger service rendered by said steamer Kulshan or to the business of the defendant) would not materially benefit the public or create any new business for the defendant, and such through route, even with a rate no higher than the rate from Seattle to such points, could result only in the diversion to Everett of a part of the business which would otherwise be transacted between Port Townsend, or the other points named, and other shipping centers more favorably situated geographically for handling such business, particularly with reference to the most practicable and convenient routes of steamers engaged in such traffic.

That the established routes of the various boats operated by the defendant and the defendant's rules prescribing the ports at which said boats should make stops to receive or discharge freight or passengers, or both, were justified by the geographical locations of the

various cities on said routes, and the railway and steamship competition and other circumstances and conditions mentioned in said findings.

That the defendant did not discriminate against the city of Everett in any respect whatsoever in failing or refusing to have the steamers Rosalie and Puget, or either of them, call at Everett for the purpose of receiving freight, or by its failure or refusal to receive freight at Everett on the steamer Kulshan for delivery at Port Townsend, Port Angeles, Dungeness and other points on the Straits; or by failure or refusal to carry freight from Everett by the way of Seattle, to Port Townsend, Port Angeles, Dungeness and other points on the Straits at the same rates charged on the local shipment from Seattle to Port Townsend and the other points named.

Order was therefore entered dismissing said complaint.

No. 905.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF JAMES A. DOUGAN, *Complainant*, v. OREGON & WASHINGTON FERRY & NAVIGATION COMPANY, *Respondent*.

Hearing was held on December 31st, 1913, testimony introduced and the Commission made and entered findings of fact in this cause.

The Commission found, in substance, that the Oregon & Washington Ferry & Navigation Company was a public service corporation operating a ferry between Seattle and West Seattle; that said company contemplated temporary discontinuance of ferry service between said points during the month of January, 1913, for the purpose of making repairs in order to render its ferry service safer and more efficient, by drydocking and repairing the pontoon used for landing purposes, which repairs were immediately necessary, and to repair the ferry slip and to extend the ferry landing pontoon station and slips for the purpose of avoiding danger then constantly occurring of collision between said ferry boat and other vessels. That immediate extensions, repairs and improvements were necessary in order to make defendant's ferry service safer and more efficient; that from the evidence, there appeared to be no other or alternative service which could reasonably or practically be provided during said interruption of service, without equaling or increasing the danger existing at said time in connection with the service as it then existed. That the complainants and each of them had available a street car service, which, while not satisfactory, afforded a method of connection and transportation between Seattle and West Seattle; that the public service required that the proposed improvements, betterments and extensions be made.

Order was therefore entered by the Commission dismissing said complaint.

No. 917.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF A. J. BARR, *Complainant*, v. BOTHELL TRANSPORTATION COMPANY, *Respondent*.

Complaint was filed with the Commission alleging that the Bothell Transportation Company had discontinued calls at Briercrest on Lake Washington, by the Steamer "City of Bothell," although continuing to operate said steamer as a common carrier between Seattle and places near Briercrest. Hearing was held at Seattle, testimony introduced, and cause submitted.

The Commission found that defendant had for some time made calls at Briercrest, by boats operated by it, but had discontinued such calls because the auto stage service and Northern Pacific train service from Briercrest to Seattle secured a majority of the passengers. That the respondent was organized and operated primarily as a common carrier of through traffic between Seattle and Bothell; that to stop at Briercrest would compel boats operated by respondent to depart a considerable distance from the direct route between Seattle and Bothell, losing from fifteen to twenty minutes time thereby, which would interfere with the through Seattle-Bothell service; that the traffic available at Briercrest would not be sufficient to justify such service; that the auto stage and railway service between Briercrest and Seattle, was adequate and sufficient for such community.

Wherefore the Commission entered an order dismissing this action.

No. 1520.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* J. B. MORFORD, *et al.*, *Complainant*, v. KITSAP COUNTY TRANSPORTATION COMPANY, *Respondent*.

Hearing was held at Scheuerman's Wharf in Kitsap County on August 29, 1913; evidence introduced and hearing concluded.

The Commission found in substance, that respondent was a common carrier engaged in the transportation of passengers by steamboat on Puget Sound and between towns in the State of Washington; that during the year 1910, complainant and others constructed a wharf known as Scheuerman's Wharf, and thereafter respondent's boats made landings at said wharf for receiving and discharging freight and passengers for a period of about three months, when it ceased to make such landings; that respondent on or before May 1, 1912, issued a time card effective May 1, 1912, in which respondent stated that its boats operated between Poulsbo and Seattle, would make stops at Scheuerman's Wharf on Sundays only; that said boats did not make landings at said wharf except when the tide permitted; that the water at said Scheuerman's Wharf was very shallow at times and the ground under the water adjacent to said wharf very soft and muddy, rendering landings of boats during low tide impracticable and unsafe, for which

reason respondent could not establish a regular schedule of landings at said wharf. That there were from 75 to 100 farmers living in the vicinity of Scheuerman's Wharf, who would patronize respondent's boats if a regular service could be furnished. Respondent's boats made regular stops at Scandia, located one or one and one-half miles from said wharf; that there was a county road between Scheuerman's Wharf and Scandia which could be and was used by people living in the vicinity of Scheuerman's Wharf, which road was at times rendered unfit for travel by slides; that respondent's boats made regular stops at Poulsbo, located about two miles from Scheuerman's Wharf; that there was a fairly good road leading from Scheuerman's Wharf to Poulsbo. That the wharfs at Scandia and Poulsbo used by respondent were available to all the people living in the vicinity of Scheuerman's Wharf; that the freight available for shipment from Scheuerman's Wharf was not considerable; that there was considerable freight landed at Scandia and Poulsbo; that it would be more advantageous to the people residing in the vicinity of Scheuerman's Wharf if said freight could be discharged at said wharf.

The Commission concluded that it was not practical or safe for respondent to make regular landings at Scheuerman's Wharf for receiving or discharging freight or passengers, and that respondent should not be required by order of the Commission to attempt to make such regular landings. Wherefore the complaint in this case was dismissed.

No. 1538.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* RICHARD GOWAN,
Complainant, v. McDOWELL STEAMSHIP COMPANY, *Respondent*.

Hearing was held at Seattle on August 20, 1913, evidence introduced and hearing concluded.

The Commission found in substance that the respondent was a common carrier, engaged in operating two steamboats on Puget Sound between Seattle and Tacoma, by way of the east side of Vashon and Morey islands, which steamboats were known as "Defiance" and "Daring." That the facilities provided by respondent on each of said boats were insufficient and inadequate for the comfortable and convenient seating of the patrons thereof; that neither of said boats had been kept in a proper sanitary condition or in a proper state of cleanliness.

The Commission therefore ordered respondents to provide sufficient and adequate facilities for the comfortable and convenient seating of as many passengers on each of said boats as said boats were respectively entitled to carry under the rules and regulations of the Department of Commerce of the United States, and of the laws of the United States, and to place each of said boats in a proper state of cleanliness and proper sanitary condition, and thereafter maintain each of said boats in such proper state of cleanliness and sanitary condition.

**DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING WHARF
COMPANIES.**

No. 789.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF W. V. CROSSIER AND 25 OTHERS, *Complainant*, v. KINGSTON WHARF COMPANY, *Respondent*.

No. 792.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF WILLIAM TURGEON, *Complainant*, v. KINGSTON WHARF COMPANY, *Respondent*.

The above entitled causes were consolidated and hearing held January 24, 1913; testimony introduced and cause submitted.

The Commission made and entered findings of fact, finding with other facts, that some of the published tariff rates of the defendant were probably too high and some probably too low, and that under such tariffs certain commodities and merchandise did not move as readily as under former conditions when rates were lower, and that if wharf rates on certain commodities were adjusted, in all probability there would be a greater movement of certain products in the vicinity in which the wharf operated by the respondent was located; that in comparison with other wharfage charges in the state wharfage assessed by the Kingston Wharf Company were in some cases the same, other cases higher and in other cases lower, than the rates charged by similar wharfs operated on Puget Sound. That owing to conflicting testimony and the impossibility of determining under such testimony what would finally be a fair, reasonable and sufficient rate, a six months' tentative tariff of rates prepared by the Commission should be made effective. Order was therefore entered on March 20, 1913, directing the respondent to charge, collect, observe and obey the rates, charges, rules and regulations governing wharfage and dockage, at said wharf, contained in the Commission's tentative wharf tariff No. 2, W. P. S. C. No. 2, and that such wharf tariff No. 2, should supersede and replace all other existing and prior wharf tariffs and rates filed by the respondent, with the Commission, which wharf tariff No. 2, should by such order be made effective on and after April 15, 1913.

The respondent was further ordered and directed to keep an accurate, complete and careful account of all revenues arising under said wharf tariff No. 2, for a period of six months from and after same became effective, and also a complete and accurate account of all disbursements and operating charges of every kind or character, and at the end of six months to present the Commission a statement showing the gross and net revenue under such tentative wharf tariff No. 2 and

whether or not such tentative wharf tariff had resulted in an increase or decrease of net revenue, and at such time to show cause if any there be, why said wharf tariff No. 2, should not become the final and permanent wharf tariff of said company.

On November 19, 1913, defendant filed with the Commission a statement showing the gross receipts of the defendant from the operation of said wharf beginning April 15, 1913, and ending October 15, 1913, and the operating expenses incurred by defendant on account of said wharf during the same period. The Commission considered such statement and determined that further showing was necessary to enable the Commission to finally pass upon the questions involved, but owing to the number of cases then on the calendar for hearing, no date was fixed for such further showing, said tentative wharf tariff No. 2, remaining in effect until otherwise ordered.

No. 892.

IN THE MATTER OF THE VALUATION OF THE PROPERTY OF THE KINGSTON WHARF COMPANY, LIMITED.

This cause came on for hearing on January 24, 1913, for the purpose of valuing the property of the Kingston Wharf Company, Limited. Testimony was introduced and the Commission found that it would be impracticable to fix a valuation upon the property of the Kingston Wharf Company, Limited, until Wharf Tariff No. 2, provided by order of the Commission entered in causes Nos. 789 and 792 had been in effect and operative for a period of six months.

Order was entered continuing such hearing until a supplemental hearing should be held in said causes 789 and 792.

No. 1532.

IN THE MATTER OF THE CHANGE AND REDUCTION OF THE SCHEDULE OF RATES OF WHARFAGE OF THE PEOPLES' WHARF COMPANY AT PORT ANGELES.

On July 7, 1913, complaint was filed by the Port Angeles City Dock Company alleging that the Peoples' Wharf at Port Angeles was owned and operated by the Inland Navigation Company of Seattle, Washington, which company owned and operated the Steamers Sol Duc, Bellingham and Weialeale, between Seattle, Port Townsend, Port Williams, Dungeness, Port Angeles, Victoria and other points along the Straits of Juan de Fuca. That said wharf was operated by the Inland Navigation Company as an adjunct and an aid to its principal business of operating steamboats. That the Port Angeles City Dock was owned and operated by the Port Angeles City Dock Company at Port Angeles, the stockholders of which were business men, citizens of Port Angeles, and that such dock was constructed for the purpose of preventing by a reasonable competition the imposition of excessive rates of wharfage.

That said Peoples' Wharf and said City Dock were the only docks in Port Angeles open for the receipt and dispatch of freight and passengers. That prior to the construction of said city dock, the rates of wharfage fixed and established by the Morse Dock, predecessors of said Peoples' Wharf, were a minimum of fifty cents per ton for general freight and three and one-half cents per thousand for shingles; that upon the completion of said city dock it reduced the rate of wharfage to 35 cents per ton for general freight and two and one-half cents per thousand for shingles; that said former rates of 50 cents per ton and three and one-half cents for shingles were grossly excessive and oppressive; that the rates of wharfage of 35 cents and two and one-half cents for shingles were fair, just and equitable and furnished only a fair return for the expense of maintaining and operating a wharf under conditions then existing in Port Angeles.

That said Inland Navigation Company had given notice to the public that commencing Monday, July 7, 1913, the rates for wharfage on general freight would be 15 cents per ton, with a minimum charge of five cents, and the rates on shingles would be one cent per thousand. That such rates were less than the actual cost and expense in handling freight, and that a dock maintained and operated and dependent upon its revenues would sustain an actual loss upon freight and shingles handled under such rates. That said proposed reduction in rates was not made in good faith by said Inland Navigation Company, and that if said rates were permitted to go into effect, said Inland Navigation Company would secure a monopoly of the wharf business of Port Angeles. That no sufficient notice and publication of said proposed change of rates had been made or given as provided by law.

After said complaint was filed said Peoples' Wharf Company made application to the Commission for permission to publish on less than statutory notice, its Supplement No. 4, to Tariff No. 1, which cancelled rates contained in Supplement Nos. 1, 2 and 3 of said tariff, which application was allowed by the Commission, and said Supplement No. 4, was published and filed, thus removing the cause of complaint in this action.

Order was therefore entered dismissing the complaint.

**DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING ELECTRIC LIGHT
AND POWER COMPANIES.**

No. 425.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. WHATCOM
COUNTY RAILWAY AND LIGHT COMPANY, *Respondent*.

The Commission filed complaint against the respondent, alleging that prior to June 6, 1911, the respondent had under and by virtue of a rule or regulation provided by it, charged its patrons in the cities of Bellingham, Glacier and Maple Falls, in Whatcom County, a monthly minimum charge for electricity for light and for gas for light and fuel of fifty cents per month per meter; that respondent had abrogated such rule or regulation and in lieu therefore had adopted and enforced a rule or regulation under which it charged its patrons a monthly minimum charge for electricity for light and for gas for light and fuel, of one dollar per month per meter, which last mentioned rule was contained in respondent's schedule of rates, W. P. S. C. No. 1, in force June 6, 1911, and filed with the Commission June 8, 1911.

The Commission alleged that said rule or regulation fixing a monthly minimum charge of one dollar per meter for electricity for light and for gas for light and fuel, was unreasonable and unjust and alleged that a monthly minimum charge of fifty cents per meter for electricity for light and for gas for light and fuel was a just and reasonable minimum charge to be exacted by respondent from its patrons.

After a formal hearing upon said complaint the Commission entered an order on January 17, 1913, requiring and directing the respondent to charge minimum rates not exceeding the following: For electricity for heat, light and power in Bellingham, Glacier and Maple Falls, fifty cents per meter per month. For gas for light and fuel in Bellingham, fifty cents per meter per month. Which order applied to the minimum rates for residences and small consumers, the reasonableness of which minimums was challenged in said complaint.

No. 681.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF A. J.
SPLAWN, MAYOR OF NORTH YAKIMA, *Complainant*, v. THE PACIFIC
POWER AND LIGHT COMPANY, *Respondent*.

Complaint was filed with the Commission challenging the respondent's rates for water, electric light and power and gas charged by respondent in the city of North Yakima. On June 3, a stipulation was filed dismissing the complaint as to water rates. Action on the complaint against rates for electric light and power and gas, is awaiting valuation of the properties of respondent.

No. 695.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* ROBERT W. MACDONELL *et al.*, *Complainant*, v. PACIFIC POWER AND LIGHT COMPANY, *Respondent*.

Proceedings in this case are waiting upon valuation of respondent's properties.

No. 762.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. WHATCOM COUNTY RAILWAY AND LIGHT COMPANY, *Respondent*.

The Commission after formal hearing and appraisal of the properties of the Whatcom County Railway and Light Company, made and entered its findings on March 26, 1913, relative to the valuation of the properties of said company, fixing as a fair value of the respondent company's property, used and useful in furnishing service to the public, the sum of \$2,150,000, divided as follows:

Railway system	\$1,100,000
Light and power system	750,000
Gas system	300,000
Total	\$2,150,000

No. 924.

IN THE MATTER OF THE ADOPTION OF UNIFORM ACCOUNTING SYSTEMS AND CLASSIFICATION OF REVENUE ACCOUNTS FOR ELECTRIC LIGHT AND POWER COMPANIES.

On January 14, 1913, the Commission made an order tentatively adopting a certain uniform accounting system and classification of revenue accounts for electric light and power companies, and caused to be served upon all of the electric light, and power companies doing business in the State of Washington, a copy of such order and citations, notifying such electric light and power companies to be and appear before the Commission at its office in Olympia, Washington, at eleven o'clock, A. M. on the 29th day of January, 1913, to show cause, if any they had, why said accounting system so promulgated, adopted and served, should not be finally adopted, and to show what alterations, changes or modifications, if any, should be made in such system and forms.

The Commission convened at said time and place for the purpose of taking testimony in said cause and hearing such objections and, although numerous companies were represented at such hearing, no objections to said accounting system were interposed, and it appearing to the Commission that said accounting system complied with all statutory requirements, and was a workable and practicable system,

designed to afford the Commission necessary information in valuation and rate cases, and to procure uniformity in the accounting systems of all electric light and power companies of the state, the Commission.

ORDERED:

That said accounting system for electric light and power companies be and the same was, adopted as the final accounting system of the Public Service Commission of Washington, for electric light and power companies.

The Commission further ordered, that, if in the practical operation of the accounting system adopted, the small companies of the state should deem any modifications, alterations or amendments necessary thereto, applications should be made to the Public Service Commission in writing for such modification, and that the Commission should then determine in each case to what extent the smaller companies of the state so applying, should be exempt from the operation of said system.

No. 942.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF HUTCHINSON IRRIGATION AND LAND COMPANY, *Complainant*, v. SPOKANE AND INLAND EMPIRE RAILROAD COMPANY, *Respondent*.

Complainant charges that respondent discriminates against it by charging a greater sum for electrical power furnished to it than is charged other patrons under similar circumstances and conditions; that the service furnished complainant is insufficient and that no reasonable or adequate means or method are provided for determining the amount due for power furnished.

It appearing to the Commission that the respondent had failed to file with the Commission schedules showing rates or charges for electricity for power purposes, and that respondent contended that the furnishing of electricity for power purposes in the State of Washington was not a public service and that such branch of its business was not subject to regulation by the Commission, the Attorney General was requested by the Commission to institute such legal proceedings as he should consider proper and sufficient to determine whether or not the furnishing of electricity for power purposes in the State of Washington is a public service and if so, to compel the respondent to file schedules as required of public service companies by the laws of the State of Washington.

No. 996.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* CITY OF SPOKANE, *Complainant*, v. WASHINGTON WATER POWER COMPANY, *Respondent*.

Complaint was filed May 10, 1913, challenging the reasonableness of rates of electricity for light, heat and power in the city of Spokane charged by the respondent. Waiting on valuation of respondent's property.

No. 1581.

IN THE MATTER OF THE APPLICATION OF CHELAN ELECTRIC COMPANY FOR EXTENSION OF TIME WITHIN WHICH TO SEGREGATE PROPERTIES AND ACCOUNTS OF WATER AND ELECTRIC DEPARTMENTS OF SAID COMPANY.

This matter came on for hearing before the Commission on November 8, 1913, and it appearing from the testimony introduced that on account of the construction of the plant of such company, it would not be practicable to segregate the properties and accounts of the water and electric departments of said companies prior to completion of said plant, and that approximately two years would be required to complete said plant,

THE COMMISSION ORDERED: That said Chelan Electric Company be, and it was by such order, allowed two years from November 17, 1913, in which to segregate the properties and accounts of its water and electric departments,

PROVIDED, That should said company complete its plant before the expiration of that time, such segregation of properties and accounts be made within ninety days after the completion of said plant, and

RESERVING the authority to require the segregation of such properties and accounts at any time prior to the expiration of said time, or the completion of said plant, should the Commission consider that the public interest rendered such action necessary or proper.

No. 1591.

IN THE MATTER OF RULES AND REGULATIONS RELATING TO ELECTRICAL CONSTRUCTION AND MAINTENANCE AND USE OF ELECTRIC WIRES, APPARATUS AND APPLIANCES.

Hearing held at Seattle, on November 3, 1913, after notice to all of the companies doing business in the state who would be affected by rules and regulations concerning electrical construction, etc. A committee appointed by the representatives of electrical companies present, conferred with the Commission, suggestions were made and considered and, after arguments had been presented, the hearing was concluded. Matter under advisement.

No. 1601.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* CITY OF SEATTLE, *Complainant*, v. SEATTLE LIGHTING COMPANY, *Respondent*.

Complaint filed on October 23, 1913, praying for an order fixing rates and charges for gas to be charged by respondent in the city of Seattle, and requiring respondent to cease certain practices and customs and desist from applying certain rules and regulations complained of by the city of Seattle. Cause pending.

DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING GRAIN AND HAY
DEPARTMENT AND WAREHOUSE
COMPANIES.

No. 1515.

TRI-STATE TERMINAL WAREHOUSE COMPANY AND REARDAN UNION GRAIN COMPANY, *Appellants*, v. C. J. HOLST, *Respondent*.

Appeal from a decision of the Grain Inspector in the grading of ten car loads of wheat.

Upon the hearing it appeared to the Commission that appellants shipped all of said grain from Reardan to Tacoma, where same was inspected and graded as No. 1, Blue Stem, Mixed. Grain experts from different sections of the state testified at the hearing, and differed as to the grade of the grain in question. Appellants' contention that said grain should be graded No. 1, Blue Stem, was supported by testimony of the Chief Deputy Inspector of Seattle, of the Chief Inspector of Spokane, and by Messrs. Armstrong, Ayton and Patullo. The original grade established "No. 1, Blue Stem, Mixed," was supported by the testimony of the grain inspector, the chief deputy inspector of Tacoma and Mr. Coubrough. All of the witnesses mentioned had many years experience in the grain business. The fact that the grain experts differed as to the grading of the grain in question, made it difficult for the Commission to reach an entirely satisfactory conclusion. After a careful consideration of all the evidence, the Commission believed that such evidence justified a finding that all the grain involved in the appeal, was "No. 1, Blue Stem."

The Commission ordered that the original grade, "No. 1, Blue Stem, Mixed," be modified, and said grain and the whole thereof was declared to be "No. 1, Blue Stem," and ordered that a certificate be issued accordingly.

No. 1519.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *ex rel.* WALLA WALLA FARMERS' AGENCY, *Complainant*, v. PUGET SOUND WAREHOUSE COMPANY, *Respondent*.

Hearing was held at Walla Walla on July 26, 1913, evidence introduced and hearing concluded. Under advisement.

No. 1536.

In re ESTABLISHMENT OF GRADES OF GRAIN AND HAY FOR THE YEAR 1913.

After formal hearing, introduction of evidence and consideration thereof by the Commission, an order was entered by the Commission.

on July 10, 1913, changing and amending the grades of hay established by the Commission on August 11, 1911, as follows:

"Choice timothy hay shall be timothy not mixed with over 10 per cent of other tame grasses; bright natural color, well cured, sweet, sound and well baled.

"No. 1 timothy hay shall be timothy not mixed with more than 15 per cent of red top or wild grasses. Or, timothy hay mixed with not to exceed 25 per cent of alfalfa or clover hay of good, green, natural color, sweet, sound and well baled.

"No. 2 timothy hay shall be timothy not good enough for No. 1. Not over one-fifth mixture of other grasses, good color, sweet, sound and well baled.

"No. 1 mixed hay shall be timothy hay carrying a mixture of from 25 per cent to 70 per cent alfalfa or clover of good green, natural color, sweet, sound and well baled.

"No. 2 mixed timothy hay shall be the same as No. 1 mixed but not so good a color, but must be a fair color, sweet, sound and well baled.

"No. 1 Clover hay shall be bright, not over one-twentieth other grasses, properly cured, sound and well baled, but may contain 5 per cent timothy.

"No. 2 clover hay shall be clover sound, well baled, good color, but not good enough for No. 1.

"No. 1 alfalfa hay shall be alfalfa hay of good green, natural color, leafy, reasonably fine with a mixture of not to exceed 10 per cent combined of bright, bleached or other tame grasses.

"No. 2 alfalfa hay shall be same as No. 1, but not so good a color, but must be of fair color with not to exceed 20 per cent of bleach.

"No grade hay shall be hay not good enough for choice, No. 1 or No. 2 grades.

"Any hay carrying fox tail shall be graded as no grade.

DIFFERENTIALS.

"Timothy hay sold on basis of choice timothy that grades more mixture than 10 per cent and not more than 25 per cent shall be graded as No. 1 timothy and shall carry a reduction of 1 per cent for each 2 per cent of mixture up to 25 per cent. Should it grade more than 25 per cent mixture and not more than 70 per cent, it shall be graded as No. 1 mixed and shall carry 1 per cent discount for each 2 per cent of mixture above No. 1 timothy.

"No. 1 mixed timothy hay shall carry a reduction of 1 per cent for each 2 per cent of mixture above No. 1, based on No. 1 price.

"No. 2 timothy hay shall carry a reduction of 15 per cent below No. 1 timothy hay.

"No. 2 mixed timothy hay shall carry a reduction of 15 per cent below No. 1 mixed timothy hay.

"No. 2 clover shall carry a reduction of 15 per cent below No. 1.

"No. 2 alfalfa shall carry a reduction of 15 per cent below No. 1.

"Hay of any kind having a mixture of cheat or red leaves or weeds shall carry a discount of 1 per cent for each per cent of red leaves, cheat or weeds.

"Except for the above changes and amendments the grades established by the order of August 11, 1911, are effective."

No. 1621.

**IN THE MATTER OF CHANGING OR ESTABLISHING STATE GRADE AND DOCKAGE
FOR TURKEY RED WHEAT GRAIN.**

On November 21, 1913, complaint was filed by Waterville Union Grain Company, praying that the Commission establish a grade for Turkey Red Wheat grain on the same basis as other varieties of wheat grain are graded in the State of Washington, etc. Cause pending.

**ORDERS GRANTING PERMISSION TO FILE TARIFFS
ON LESS THAN STATUTORY NOTICE.**

BEFORE THE PUBLIC SERVICE COMMISSION OF WASHINGTON.

No. 817. Vancouver Gas Company—rates for street lighting, Vancouver.

No. 844. Wilbur Electrical Company—lighting rates, Wilbur.

No. 871. Chicago, Milwaukee & Puget Sound Railway Company—carload rate on granite, Snoqualmie to Seattle.

No. 873. Great Northern Railway Company—rate on logs, Stevens Spur to Snohomish.

No. 880. Puget Sound Traction, Light & Power Company—rates for electric power service to breweries in Seattle.

No. 886. Chicago, Milwaukee & Puget Sound Railway Company—carload rate on coal from Tacoma, Rainier, Ashford, Ladd and Divide to stations, North Bend to Everett, inclusive.

No. 887. Chicago, Milwaukee & Puget Sound Railway Company—joint freight tariff on building blocks, carloads, Clay City to Bellingham.

No. 893. Chicago, Milwaukee & Puget Sound Railway Company—rate on fertilizer, carloads, Seattle to Tacoma Junction.

No. 894. Northern Pacific Railway Company—rate on logs, carloads, Dickey to Selleck.

No. 901. Northern Pacific Railway Company—rate on rock, carloads, Meskill to Snoqualmie.

No. 908. Oregon-Washington Railroad & Navigation Company—rate on logs, ten carloads, Saginaw to Cosmopolis.

No. 909. Spokane International Railway Company—rate on coal, carloads, Spokane to Irvin.

No. 910. Great Northern Railway Company—rate on logs, carloads, Belleville Pit to Belleville Junction.

No. 911. Great Northern Railway Company—five cent rate, mill cinders and mill scale, carloads, Seattle to Concrete.

No. 930. Northern Pacific Railway Company—rock ballast, carloads, Meskill to Green Creek Spur.

No. 1001. Great Northern Railway Company—rate on freight, all kinds, Wenatchee to Wenatchee Canal Company's Works.

No. 1002. Same as 1004.

No. 1003. Star Steamship Company—reduced rates on grain and vegetables from Edison Slough to Samish Flat, inclusive, to Anacortes, Bellingham, Port Townsend, Everett, Seattle and Tacoma, etc.

No. 1004. Pacific Northwest Traction Company—reduced rate on cigars and cigarettes, liquors and liquids, between Seattle and Everett.

No. 1005. Northern Pacific Railway Company—commodity rate on sewer pipe from Spear and Spokane to Kennewick and North Yakima, including intermediate stations.

No. 1006. Bremerton-Charleston Light & Fuel Company—tariff No. 4, electric light and power in Bremerton, Charleston and Manette, consolidating former tariffs.

No. 1007. Northern Pacific Railway Company—rate on sand and gravel, Mima to Centralia.

No. 1008. Pacific Northwest Traction Company (Northern Division)—rate on milk in twenty ten-gallon can lots from Sedro Woolley to Mount Vernon.

No. 1009. Northern Pacific Railway Company—rate on logs, Duffey to Everett.

No. 1010. Northern Pacific Railway Company—carload rate of fifteen cents on scrap iron and steel between Spokane and Walla Walla.

No. 1011. Island Transportation Company—Coupeville Wharf Company—and Galbraith Dock Company—reduced rates on potatoes from Coupeville to Seattle.

No. 1012. Northern Pacific Railway Company—joint rate on lime, Seattle, Tacoma and Bellingham to Power House and Naches City.

No. 1013. Northern Pacific Railway Company—rates on various commodities to Power House and Naches City, in connection with the North Yakima & Valley Railway Company.

No. 1014. Northern Pacific Railway Company, Great Northern Railway Company, Oregon-Washington Railroad & Navigation Company and Chicago, Milwaukee & St. Paul Railway Company—eight cent rate on apples, carloads, Seattle and Tacoma.

No. 1015. Wenatchee Gas & Electric Company—special rate for power for thawing water pipes.

No. 1016. Northern Pacific Railway Company, Great Northern Railway Company, Oregon-Washington Railroad & Navigation Company and the Chicago, Milwaukee & St. Paul Railway Company—Western Classification No. 51, together with supplements 6 and 7 thereto.

No. 1017. Northern Pacific Railway Company—freight of all kinds, rate six dollars per car, between Simpson and Millport Spur.

No. 1018. Puget Sound Traction, Light & Power Company—rates at Lynden.

No. 1019. Puget Sound Traction, Light & Power Company—rate for electric dredges, known as schedule "J."

No. 1020. Puget Sound Traction, Light & Power Company—consolidated tariff, no change in rates.

No. 1021. Oregon-Washington Railroad & Navigation Company—passenger rates from and to Callow.

No. 1022. Idaho & Washington Northern Railway Company—five cent rate on ties, Dalkena to Newport.

No. 1023. Bremerton Municipal Wharf—dockage tariff making certain changes.

No. 1024. Pacific Power & Light Company—rates for electric service at North Yakima.

No. 1025. Kitsap County Transportation Company—local freight tariff No. 3.

No. 1026. Oregon-Washington Railroad & Navigation Company—special passenger rate from Chinook to Long Beach.

No. 1027. Tacoma Railway & Power Company—carload rate on shingle bolts from Johnson's Crossing to Puyallup line to end of Jefferson Street line in Tacoma.

No. 1028. Oregon Railroad & Navigation Company—carload rate on gravel, Nahcotta to Long Beach.

No. 1029. Key City Light & Power Company—new electrical rates for power and light in Port Townsend.

No. 1030. Bellingham & Northern Railway Company—carload rate on logs, from Allen's Spur and Webb's Spur to Mount Baker Mill Company's Spur.

No. 1031. Great Northern Railway Company—rate on logs, carloads, from Arctic Spur and Goodhue Spur to Milan.

No. 1032. Chicago, Milwaukee & St. Paul Railway Company—rate on logs and piling from Stillwater to Log Dump at Snohomish.

No. 1033. Chicago, Milwaukee & St. Paul Railway Company—reduction in class rates between Ellensburg and Cle Elum.

No. 1034. Northern Pacific Railway Company and the Oregon-Washington Railroad & Navigation Company—rate on logs, Winlock to Kalama.

No. 1035. Great Northern Railway Company—joint tariff on wool from Harrington to Leavenworth, inclusive, on the line of the Great Northern, and via Vancouver to Granddalles, on the Spokane, Portland & Seattle Railway Company.

No. 1036. Bellingham & Northern Railway Company—switching rate between Silver Lake Manufacturing Company's Spur and Junction of the main line of the Bellingham & Northern Railway Company.

No. 1037. Tacoma Railway & Power Company—rate on sand and gravel from Harrison Bros. gravel pit to Regents Park, etc.

No. 1038. Centralia Eastern Railway Company—switching charge on poles, piling, ties, etc., Gravel pit to Centralia.

No. 1039. Tacoma Eastern Railroad Company—switching rates between Tacoma and Bismark.

No. 1040. Chicago, Milwaukee & St. Paul Railway Company—carload rate on oils, Tacoma to Clay City.

No. 1041. Chicago, Milwaukee & St. Paul Railway Company—provision to cover absorption of Columbia & Puget Sound Railroad Company's switching charge at Renton, etc.

No. 1042. Bellingham & Northern Railway Company—rate on ore from Glacier to Bellingham.

No. 1043. Western Washington Railway Company—rate on logs, Machias and Woodruff to Three Lakes.

No. 1044. Great Northern Railway Company—rate on logs from Sultan Railway Junction to Snohomish.

No. 1045. Pacific Northwest Traction Company—rate on slab wood, Lowell to Seattle.

No. 1046. Puget Sound Traction, Light & Power Company—rates to be applied for electricity on long time contracts for large mercantile business in the city of Seattle. *Denied*.

No. 1047. Great Northern Railway Company—passenger rates from Seattle and Everett to stations between Sultan and Cascade Tunnel.

No. 1048. Chicago, Milwaukee & St. Paul Railway Company—commodity rate on milk and cream in bottles and cases less than car loads, Holtz to Ohop.

No. 1049. Spokane Falls Gas Light Company—Rates, gross and net, on gas in Spokane.

No. 1050. Northern Pacific Railway Company, Great Northern Railway Company and Chicago, Milwaukee & St. Paul Railway Company—rate on plaster between Tacoma and Seattle.

No. 1051. Chicago, Milwaukee & St. Paul Railway Company—rate on logs, Tolt to Everett.

No. 1052. Columbia & Okanogan Steamboat Company—passenger rates between Wenatchee and Bridgeport.

No. 1053. Chicago, Milwaukee & St. Paul Railway Company—less than carload rate on logs, from Helsig Junction and Wilson's Spur to Preacher's Slough.

No. 1054. Columbia & Okanogan Steamboat Company—additional commodity rates between Wenatchee and Bridgeport.

No. 1055. Northern Pacific Railway Company—rate on cement, etc., of twenty-five cents, Spokane to Ellensburg.

No. 1056. Great Northern Railway Company—rate on second hand lumber, Spokane to Loon Lake.

No. 1057. Olympia Light & Power Company—to change minimum for certain power service.

No. 1058. Pacific Northwest Traction Company—rate on brush wood, Beverly Park, Silver Lake and Martha Lake to Ballard.

No. 1059. Chicago, Milwaukee & St. Paul Railway Company—class rates between Everett and Cedar Falls, Edgewick, Tanner, North Bend, Tokul and Falls City.

No. 1060. Puget Sound Traction, Light & Power Company—ton rate on brick between certain points in Seattle.

No. 1061. Navy Yard Route—freight rates between Seattle and Puget Sound Navy Yard Wharf.

No. 1062. Northern Pacific Railway Company—train load rate on sheep, Prosser to Spokane.

No. 1063. Blank.

No. 1064. Puget Sound Traction, Light & Power Company—(Seattle Division)—carload rate on sand and gravel between certain points in Seattle.

No. 1065. Milwaukee Tug Boat & Launch Company—freight and passenger tariff between Olalla and Tacoma and all intermediate points; and between Dash Point and Tacoma, and intermediate points.

No. 1066. Columbia & Okanogan Steamboat Company—freight rates between Wenatchee and Okanogan River Points.

No. 1067. Northern Pacific Railway Company—rate on logs, Lacey to Tacoma.

No. 1068. Chicago, Milwaukee & St. Paul Railway Company—absorption of competitive switching charge at Everett.

No. 1069. Great Northern Railway Company—carload rate on rails, Delta to Leavenworth.

No. 1070. Chicago, Milwaukee & St. Paul Railway Company—rate on coal, coke, iron and steel articles, lead, pig iron, sand, scrap and fuel oil from Seattle to Earlington.

No. 1071. Puget Sound Traction, Light & Power Company—rate on ice, between certain points in Seattle.

No. 1072. Puget Sound Naval Station Route—reduced rates between Seattle and the U. S. Navy Yard Wharf, Bremerton.

No. 1073. Washington Western Railway Company—rate on standard gauge locomotives under own steam between all stations.

No. 1074. Northern Pacific Railway Company—joint carload rate on coal, Mendota to Winlock.

No. 1075. Northern Pacific Railway Company—rate on box shooks, Dishman's to Dalton and points on Sunnyside Branch.

No. 1076. Northern Express Company—carload rate on fruit and vegetables, from North Yakima to Seattle and Tacoma.

No. 1077. Northern Express Company—rate on butter, between Walla Walla and Spokane.

No. 1078. American Express Company—rate on oysters and clams in shell, between Hoquiam and Seattle.

No. 1079. Northern Pacific Railway Company—train load rate on logs, Ashlock to Raymond.

No. 1080. Northern Pacific Railway Company—carload rate on oil, fuel, in tank cars.

No. 1081. Great Northern Railway Company—rate on cement from Concrete to Bothell, Kenmore, Wrenwood Spur, and Lake Forest, and waiving the long and short haul clause.

No. 1082. Chicago, Milwaukee & St. Paul Railway Company—rate on logs on special log cars from Cedar Falls to Seattle, Everett and Tacoma.

No. 1083. Great Northern Railway Company—rate on wrapping paper, Camas to Wenatchee, Columbia River and Malaga, in connection with the Spokane, Portland & Seattle Railway Company.

No. 1084. Not drawn.

No. 1085. Oregon-Washington Railroad & Navigation Company—rate on logs, Bucoda to Preachers' Slough and South Aberdeen.

No. 1086. Pending.

No. 1087. Northern Express Company—rate on fruit, berries and vegetables for canning purposes.

No. 1088. Northern Express Company—rate on fish in lots of five hundred pounds, Blaine to Seattle and Tacoma.

No. 1089. Oregon-Washington Railroad & Navigation Company—certain passenger rates between Montesano and South Montesano and Tacoma and Seattle, etc.

No. 1090. Northwestern Electric Company—electric rates for Camas and Washougal, also all suburban points in state.

No. 1091. Milwaukee Tug Boat & Launch Company—to cancel Olalla run and extend run to Dash Point.

No. 1092. Northern Pacific Railway Company—carload rate on canned fish and clams, Copalis Crossing to Aberdeen.

No. 1093. Poulsbo Transportation Company—passenger rates between Poulsbo and Bremerton, and between Enati and Bremerton.

No. 1094. Great Northern Railway Company—rates on cement, Concrete and Bellingham to Tolt.

No. 1095. Northern Express Company—rate on strawberries between Seattle and Puyallup and Sumner.

No. 1096. Northern Pacific Railway Company—rate on brick, Freeman to Connell.

No. 1097. Northern Pacific Railway Company—rate on rock and sand, Seattle to Hollywood and Redmond.

No. 1098. Chicago, Milwaukee & St. Paul Railway Company—rates on coal, Taneum Creek to various points in state.

No. 1099. Northern Pacific Railway Company—carload rate on logs, Hubner to North Yakima.

No. 1100. Northern Pacific Railway Company—logs, Clear Lake to Bellingham.

No. 1101. Northern Pacific Railway Company—carload rate on pipe, drain and cemetery tile, Spear to Ellensburg and Easton.

No. 1102. Northern Pacific Railway Company—provisions, Western Classification No. 50, covering butter and lard tubs and kits, including wooden pails.

No. 1103. Chicago, Milwaukee & St. Paul Railway Company—corrections of rules and regulations.

No. 1104. Peoples Wharf Company—certain rate reductions.

No. 1105. Wells Fargo & Company Express—rates on the Hanford Branch of the Chicago, Milwaukee & St. Paul Railway.

No. 1106. Chicago, Milwaukee & St. Paul Railway Company—carload rate on green fruit between White Bluffs and Hanford.

No. 1107. Tacoma Railway & Power Company—rate on certain oils between all steam road transfers and to all points on its lines and the lines of the Pacific Traction Company.

No. 1108. Washington-Oregon Corporation—to establish switching charge on cord wood from stations on their line to Vancouver.

No. 1109. Spokane, Portland & Seattle Railway Company—reduced rates on lumber, Wahkiakus and Wrights to Goldendale.

No. 1110. Oregon-Washington Railroad & Navigation Company—rules and regulations re-icing of cars under refrigeration.

No. 1111. Northern Pacific Railway Company—rate on sand and gravel, Tacoma to Puyallup.

No. 1112. Northern Pacific Railway Company, the Great Northern Railway Company, the Oregon-Washington Railroad & Navigation Company and the Chicago, Milwaukee & St. Paul Railway Company—mixed carload rating on fresh fruit between Grays Harbor points and Seattle and Tacoma.

No. 1113. Yakima Valley Transportation Company—switching charge within a radius of four miles of North Yakima on that company's lines.

No. 1114. Northern Pacific Railway Company and the Oregon-Washington Railroad & Navigation Company—rate on fruits and vegetables from Yakima territory to Spokane and Seattle.

No. 1115. American Express Company—carload rate, fresh fish between Anacortes and Aberdeen, Cosmopolis and Hoquiam.

No. 1116. Great Northern Railway Company—wheat rates from Lamona and east, to Spokane.

No. 1117. Northern Pacific Railway Company—carload rate on stone, Wilkeson to South Aberdeen.

No. 1118. Puget Sound Electric Company—rate on brick, Renton to Meredith.

No. 1119. Pending.

No. 1120. Oregon-Washington Railroad & Navigation Company—carload rate on logs, Bucoda to Mentzer Mill Spur and Tenino.

No. 1121. Bellingham & Northern Railway Company—rate on logs, Glacier to Silver Lake.

No. 1122. Northern Pacific Railway Company—rate on coal, Wilkeson to Renton.

No. 1123. Northern Pacific Railway Company—rate on sand and gravel, Spokane to Pullman.

No. 1124. Northern Pacific Railway Company—rates on cement, from Irvin to points on the Spokane & Inland Empire Railroad, etc.

No. 1125. Northern Pacific Railway Company—rate on coal and coke, from Lakedale, Beekman, Roslyn, Ronald and Cle Elum to Hubner.

No. 1126. Northern Pacific Railway Company—switching rate, Standard Oil Company's track, Bellingham, to Bellingham & Northern Railway Company's track.

No. 1127. Pending.

No. 1128. Northern Pacific Railway Company—rate on cement, Bellingham to Aberdeen and South Aberdeen.

No. 1129. Northern Pacific Railway Company—rate on sand and gravel, Spokane to Uniontown.

No. 1130. Oregon-Washington Railroad & Navigation Company—commodity rate between Tekoa, Wash., and Plummer, Idaho, and Spokane.

No. 1131. Northern Pacific Railway Company—train load rate on logs, McClauffin to Hoquiam.

No. 1132. Peoples' Wharf Company—cancelling certain supplements.

No. 1133. Northwestern Long Distance Telephone Company—toll rates between Edmonds and Seattle.

No. 1134. Northern Pacific Railway Company—joint rate on hay with the Spokane, Portland & Seattle Railway Company, from Finley to Tacoma and Seattle.

No. 1135. Kitsap County Transportation Company—children's commutation tickets, between points on the Seattle-Rolling Bay Route.

No. 1136. Northern Pacific Railway Company—rate on crushed rock, Meskill to South Bend.

No. 1137. Northern Pacific Railway Company—carload rate on melons, Kennewick to Garfield, Farmington and Pullman.

No. 1138. Annapolis Improvement Club—reduced rates between Soldiers' Home Dock and Bremerton.

No. 1139. Bellingham & Northern Railway Company—rate on logs, Glacier and Maple Falls to Sumas.

No. 1140. Great Northern Railway Company—rate on cement, Concrete to Norlum.

No. 1141. Northern Pacific Railway Company—carload fruit rate, North Yakima to Ellensburg.

No. 1142. Puget Sound Traction, Light & Power Company—carload rate on freight between 12th Avenue South and Bailey Street to Astoria Iron Works.

No. 1143. Idaho & Washington Northern Railroad Company—carload rate on ties, Ione to Newport.

No. 1144. Northern Pacific Railway Company—carload rate on buffaloes, between stations in state.

No. 1145. Manette Transportation Company—children's commutation tickets, between Manette and Bremerton.

No. 1146. Great Northern Railway Company—log rate, Birdsvlew and Rockport to Sedro Woolley.

No. 1147. Yakima Valley Transportation Company—rate on apples, two thousand pound lots, between all stations.

No. 1148. Northern Pacific Railway Company—rate on brick, Granger to Kennewick.

No. 1149. Chicago, Milwaukee & St. Paul Railway Company—rate on milk, condensed or evaporated, between Snohomish and Bellingham.

No. 1150. Chicago, Milwaukee & St. Paul Railway Company—switching charge of the Northern Pacific Railway Company at Tacoma.

No. 1151. Chicago, Milwaukee & St. Paul Railway Company—carload rate on cement, Seattle to Cedar Falls.

No. 1152. Oregon-Washington Railroad & Navigation Company—switching rate from Spokane.

No. 1153. North Yakima & Valley Railway Company—switching charge from interchange track of the Northern Pacific Railway Company to points within yard limits of first mentioned company.

No. 1154. Puget Sound Traction, Light & Power Company—issue substitute tariff for tariff No. 6, Seattle Division.

No. 1155. Northern Pacific Railway Company—joint coal rate with the Oregon-Washington Railroad & Navigation Company from Roslyn Group to points east of Zillah and west of Kennewick.

No. 1156. Northern Pacific Railway Company—carload rate on crushed rock, and gravel, Moclips to Carlisle.

No. 1157. Columbia & Okanogan Steamboat Company—reduced carload rate on apples, Columbia River points to Wenatchee.

No. 1158. Northern Pacific Railway Company—rate on logs, Pulworth to Everett and Fremont.

No. 1159. Great Northern Railway Company—rate on cement, Metaline Falls to Springfield.

No. 1160. Northern Express Company—one hundred pound rate on butter, between Sumas and Seattle.

No. 1161. Bellingham & Northern Railway Company—reinstate certain milk and creameries between all stations on said line between certain dates.

No. 1162. Great Northern Railway Company—rate on cement, Concrete and Bellingham to Monroe.

No. 1163. Inland Navigation Company—rates on "Walaleale," between Port Crescent and Seattle and intermediate points.

No. 1164. Northern Pacific Railway Company—rate on rock, Meskill to Sumner.

No. 1165. Northern Express Company—rate on butter, certain quantities, between Seattle and Medical Lake.

No. 1166. Great Northern Railway Company—carload rate on fuel oil, etc., between Seattle and Duvall, Tolt, Solderburg Spur, Skykomish, Leavenworth and Spokane.

No. 1167. Puget Sound Electric Railway—joint rate on brick, from Renton to points on the line of the Pacific Northwest Traction Company.

No. 1168. Great Northern Railway Company—rate on logs, McIntosh to Tenino.

No. 1169. Continental Telegraph Company—increase rate from South Cle Elum to "Other Line" points.

No. 1170. Northern Pacific Railway Company—rate on fuel oil, Olympia to Bordeaux Junction.

No. 1171. Puget Sound Electric Railway—carload rate on coal, Renton to Stellacoon, in connection with the Tacoma Railway & Power Company and the Pacific Traction Company.

No. 1172. Northern Pacific Railway Company—carload rate cull apples from points on the Palouse Branch to Spokane and Pullman.

No. 1173. Oregon-Washington Railroad & Navigation Company—carload rate cull apples from Farmington and Garfield to Pullman.

No. 1174. Northern Pacific Railway Company—rate on coke, Wingate to Tacoma.

No. 1175. Great Northern Railway Company—rate on logs from spur track one mile west of Sedro Woolley to Sedro Woolley.

No. 1176. Great Northern Railway Company—rate on round trip fare from Clayton to Meyers Falls, inclusive, to Colville.

No. 1177. Pending.

No. 1178. Puget Sound Electric Railway—rate on fertilizer from Seattle to Point Defiance Park, Tacoma.

**ORDERS GRANTING PERMISSION
TO REFUND.**

No. 882. Great Northern Railway Company—on two carloads lumber, Napavine to Colfax.

No. 884. Northern Pacific Railway Company—on carload cordwood, Enumclaw to Dalton.

No. 896. Great Northern Railway Company—on carload shingles, Startup to Medical Lake.

No. 898. Inland Navigation Company—on household goods consigned to W. W. Moore, Seattle.

No. 899. Chicago, Milwaukee & Puget Sound Railway Company—on switching charges of the Columbia & Puget Sound Railroad at Seattle on four cars handled for Chicago, Milwaukee & St. Paul Railway Company.

No. 900. Northern Pacific Railway Company—on logs, Dickey to Tacoma.

No. 902. Great Northern Railway Company—on carload freight interchanged with the Nippon Yusen Kaisha, etc.

No. 927. Northern Pacific Railway Company—on carload high explosives, Dupont to Vancouver.

No. 929. Northern Pacific Railway Company—on carload posts, Gate to Attalia.

No. 945. Northern Pacific Railway Company—an overcharge on carload oil, Standard Oil Company's Spur to Olympia.

No. 949. Northern Pacific Railway Company—on car wheat, Palouse to Spokane.

No. 951. Chicago, Milwaukee & Puget Sound Railway Company—switching charge at Seattle, to Columbia & Puget Sound Railway Company.

No. 959. Chicago, Milwaukee & St. Paul Railway Company—on two carloads, crushed rock, Electron to LaGrande.

No. 960. Northern Pacific Railway Company—on five carloads brick, Granger to North Yakima.

No. 971. Northern Pacific Railway Company—on carload powder, Dupont to Nemours.

No. 972. Western Washington Railway Company—on twelve cars of ties, Simmons to Three Lakes.

No. 973. Oregon-Washington Railroad & Navigation Company—on six carloads of logs, Sopenah to Centralia.

No. 978. Northern Pacific Railway Company—on canned fish, Aberdeen to Everett, Bellingham and Seattle, etc.

No. 987. Chicago, Milwaukee & St. Paul Railway Company—on six cars coal, Easton to Cedar Falls.

No. 994. Puget Sound Traction, Light & Power Company—to Frederick & Nelson, etc.

No. 1509. Chicago, Milwaukee & St. Paul Railway Company—on logs, Helsing Junction, etc., to Preacher's Slough.

No. 1514. Northern Pacific Railway Company—on fence posts, Buckley to Toppish.

No. 1521. Oregon-Washington Railroad & Navigation Company—icing charge, North Yakima to Tacoma.

No. 1522. Oregon-Washington Railroad & Navigation Company—on two carloads lumber, North Yakima to Walla Walla and Chard.

No. 1524. Oregon-Washington Railroad & Navigation Company—on excess switching charges at North Yakima.

No. 1526. Oregon-Washington Railroad & Navigation Company—on wheat, Fairfield to Spokane.

No. 1527. Oregon-Washington Railroad & Navigation Company—on logging outfit, McNelley's Spur to Lincoln Creek.

No. 1540. Great Northern Railway Company—on two carloads wood, Baring to Lowell.

No. 1541. Northern Pacific Railway Company—on logs, Hubner to North Yakima.

No. 1548. Great Northern Railway Company—to Union Oil Co., on certain empty car movement.

No. 1552. Great Northern Railway Company—on car of hay, Waukon to Interbay.

No. 1554. Great Northern Railway Company—car salt, Everett to Monroe.

No. 1559. Northern Pacific Railway Company—on car condensed milk, Chehalis to Spokane.

No. 1573. Great Northern Railway Company—on canned goods, Anacortes, etc., to Spokane.

No. 1574. Chicago, Milwaukee & St. Paul Railway Company—on car of coal, and car of bar iron, Seattle to Earlington.

No. 1594. Great Northern Railway Company—on two cars live stock, between Wenatchee and Snohomish.

No. 1595. Oregon-Washington Railroad & Navigation Company—on two cars of logs, Centralia to Chehalis.

No. 1596. Oregon-Washington Railroad & Navigation Company—switching charge on car of machinery, South Montesano to Montesano.

No. 1597. Yakima Valley Transportation Company—switching charge at North Yakima.

No. 1618. Chicago, Milwaukee & St. Paul Railway Company—on lumber, Everett to Tolt.

No. 1620. Great Northern Railway Company—on cement, Metairie Falls to Springdale.

**ORDERS GRANTING PERMISSION
TO PROTECT RATES.**

No. 903. Great Northern Railway Company—minimum weight on carload household goods, Mount Vernon to Newport.

No. 926. Northern Pacific Railway Company—lowest combination of rates between Dupont and Nemours.

No. 952. Chicago, Milwaukee & Puget Sound Railway Company—on milk in cases as named in supplement 3 to tariff 141.

No. 961. Chicago, Milwaukee & St. Paul Railway Co.—ton rate on coal, Everett to Monroe.

No. 969. Northern Pacific Railway Company—rate on crushed rock, Everett to Redmond.

No. 1000. Great Northern Railway Company—rate on gypsum rock, Seattle and Tacoma to Bellingham.

No. 1530. Oregon-Washington Railroad & Navigation Company—carload shipments of malt between Dayton and Walla Walla.

No. 1593. Great Northern Railway Company—rate on lime, Orcas Island to Ephrata.

No. 1599. Great Northern Railway Company—minimum weight, carload stone, Buckeye to Sedro-Woolley, to basis of carrying capacity of car.

No. 1619. Great Northern Railway Company—carload rate on cement, Bellingham to Monroe.

No. 1615. Great Northern Railway Company—rate on wooden pipe and connections, Ballard to Rock Island.

**ORDERS GRANTING PERMISSION TO AVOID LONG
AND SHORT HAUL PROVISION.**

No. 914. Chicago, Milwaukee & Puget Sound Railway Company—to disregard on coal between Seattle and Snohomish.

No. 919. Puget Sound Electric Railway—suspension certain commodities.

No. 985. Oregon-Washington Railroad & Navigation Company—on certain rates between Seattle, Tacoma and Montesano.

No. 995. Chicago, Milwaukee & St. Paul Railway Company—to suspend between Seattle, Tacoma, Everett, Dupont and Montesano.

No. 998. Northern Pacific Railway Company—to suspend between Spokane and all stations north of Walla Walla to and including Dayton.

GRADE CROSSINGS.

The following grade crossing cases have been considered and orders entered:

881 Great Northern Railway vs. Chelan County.....	2	granted
891 Pierce County vs. Tacoma Eastern Railway.....	1	granted
904 Northern Pacific Ry. vs. Town of Grandview.....	1	granted
907 White Star Lbr. Co. vs. Chehalis County.....	1	granted
913 Northern Pacific Ry. vs. Spokane County.....	2	granted
920 Thurston County vs. C. M. & St. P. Ry Co.....	1	granted
921 Port Blakeley Mill Co. vs. N. P. Ry. & Chehalis County.	1	granted
922 Port Blakeley Mill Co. vs. Mason County.....	1	granted
923 Ferry County vs. Great Northern Ry. Co.....	2	granted
925 Whitman County vs. O.-W. R. & N. Co.....	Withdrawn	
928 Northern Pacific Ry. vs. City of Ellensburg.....	1	granted
932 North Yakima & Valley Ry. vs. Yakima County.....	1	granted
934 Northern Pacific Railway Co. vs. Walla Walla.....	1	granted
937 O.-W. R. & N. Co. vs. Whitman County.....	1	granted
938 Nooksack Township vs. Northern Pacific Ry.....	1	granted
941 Waite Mill & Timber Co. vs. Snohomish County.....	1	granted
948 Goshen Lumber Co. vs. Whatcom County.....	3	granted
950 Sunset Shingle Company vs. Chehalis County.....	1	granted
953 John T. Peterson vs. King County.....	2	granted
957 Northern Pacific Ry. vs. Vancouver.....	1	granted
958 Northern Pacific Railway Co. vs. Lewis County	1	granted
965 Northern Pacific Railway Co. vs. Chehalis County ...	1	granted
966 Northern Pacific Ry. vs. Pacific County	1	granted
967 Lynden Lbr. Co. vs. Whatcom County.....	1	granted
970 Electric Logging Co. vs. Pierce County.....	1	granted
974 Spokane County vs. Spokane County.....	1	granted
975 Chehalis County vs. Northern Pacific Ry. Co.....	1	granted
976 Lebam Mill & Timber Co. vs. Pacific County.....	Pending	
982 Northern Pacific Railway vs. Whatcom County.....	1	granted
983 Northern Pacific Ry. Co. vs. Whatcom County.....	1	granted
984 O.-W. R. & N. Co. vs. Chehalis County.....	1	granted
986 Northern Pacific Ry. Co. vs. Snohomish County.....	3	granted
988 Northern Pacific Ry. Co. vs. Skagit County	2	granted
992 Northern Pacific Ry. Co. vs. Snohomish County.....	1	granted
993 Northern Pacific Ry. Co. vs. Snohomish County	1	granted
997 Whitman County vs. O.-W. R. & N. Co.....	1	granted
999 Polson Logging Co. vs. Chehalis County.....	3	granted
1500 B. Lewis vs. Spokane County.....	2	granted
1501 Tenino Mill Co. vs. Thurston County.....	1	granted
1502 North Yakima & Valley Ry. vs. Yakima County.....	2	granted
1503 Skagit County vs. Pac. N. W. Traction Co.....	1	granted
1504 Seattle Timber Supply Co. vs. King County.....	1	granted
1505 Northern Pacific Ry. Co. vs. Skagit County.....	1	granted

1506	Mason County vs. Phoenix Logging Company.....	2	granted
1508	Northern Pacific Ry. Co. vs. Thurston County.....	1	denied
1510	Northern Pacific Ry. Co. vs. Snohomish County.....	1	granted
1512	Oakville Shingle Co. vs. King County.....	3	granted
1513	Three Lakes Lbr. Co. vs. Snohomish County.....	1	granted
1517	C. M. & St. P. Ry. vs. Spokane County.....	1	granted
1518	Montesano vs. Northern Pacific Ry. Co.....	1	granted
1529	State Highway Board vs. Northern Pacific Ry. Co.....	1	granted
1534	Northern Pacific Ry. Co. vs. Cowlitz County.....	1	granted
1535	Yakima Valley Trans. Co. vs. Yakima County.....		Pending
1537	Stevens County vs. Great Northern Ry.....	1	granted
1551	Sumner vs. Northern Pacific Railway Co.....	1	granted
1558	Olympia Southern Ry. vs. Centralia, <i>et al.</i>	35	granted
1560	Ferndale vs. Great Northern Railway Co.....		Pending
1561	Fir Tree Lumber Co. vs. Thurston County.....	1	granted
1562	North Yakima & Valley vs. Yakima County.....	5	granted
1563	Whatcom County vs. Bellingham & Northern Ry.....	1	granted
1564	Northern Pacific Ry. vs. King County.....	1	granted
1565	Thurston County Railway vs. Thurston County.....	1	granted
1566	W. L. Woodward vs. Spokane Falls & Northern.....		Pending
1567	Northern Pacific Ry. vs. Raymond.....	1	granted
1570	Walla Walla vs. O.-W. R. & N. Company.....		Pending
1572	Frank O. Johnson vs. Great Northern Ry. Co.....		Withdrawn
1575	Northern Pacific Ry. Co. vs. Yakima County.....	1	granted
1576	Seattle, Pt. Townsend & P. C. Ry. vs. Clallam County..	6	granted
1577	Sedro Woolley vs. Great Northern Ry.		Pending
1578	Sedro Woolley vs. Great Northern Ry.		Pending
1579	Sedro Woolley vs. Northern Pacific Ry. Co.		Pending
1580	Mason County Logging Co. vs. Mason County.....	4	granted
1582	Northern Pacific Ry. Co. vs. Yakima County.....	1	granted
1583	Thurston County vs. Northern Pacific Ry. Co.....	1	granted
1584	Thurston County vs. Northern Pacific Ry. Co.....	1	granted
1585	Thurston County vs. Northern Pacific Ry. Co.....	1	granted
1586	Thurston County vs. Northern Pacific Ry. Co.....	1	granted
1587	Thurston County vs. Union Mills.....	1	granted
1588	Thurston County vs. Northern Pacific Railway Co....		Pending
1602	Jefferson County Logging Co. vs. Jefferson County....	2	granted
1603	P. S. & Willapa Harbor Ry. vs. Raymond.....	3	granted
1604	P. S. & Willapa Harbor Ry. vs. Raymond.....		Pending
1608	Spokane County vs. Great Northern Ry. Co.....		Pending
1610	Tidewater Logging Co. vs. Pierce County.....	1	granted
1612	Benton County vs. O.-W. R. & N. Co.....		Pending
1613	Pierce County vs. Tacoma Eastern Ry. Co.....	1	granted
1614	Chelan County vs. Great Northern Ry.....		Pending
1617	Franklin County vs. Spokane, Portland & Seattle.....		Pending
1622	Chelan County vs. Great Northern Ry. Co.....		Pending
1624	Northern Pacific Railway Co. vs. Pullman.....		Pending

INFORMAL COMPLAINTS AND THEIR DISPOSITION.*

No. 459. Sparks Bros. et al. vs. Washington Water Power Co. Application for station building at Windsor. Transferred to formal hearing No. 833. (Spokane.)

No. 490. E. D. Garrard vs. Northern Pacific Railway Company. Petition for carload rate mixed farm products. Closed. (Oakville.)

No. 503. J. W. Leftwich, secretary, vs. Twin City Light & Power Company. For reduced fare between Centralia and Chihalis. Company charging tariff. Closed. (Centralia.)

No. 596. Chamber of Commerce vs. Pacific Telephone & Telegraph Co. Unreasonable toll rates. Transferred to formal hearing No. 526. (Tacoma.)

No. 613. Citizens of Lamont vs. Spokane, Portland & Seattle Railway Company. Discrimination in freight rates. No formal complaint filed. Closed. (Lamont.)

No. 619. A. F. Wildt vs. Tacoma Water Supply Co. Protest penalty for delinquent bill. Penalty permitted by franchise. No formal complaint. Closed. (Tacoma.)

No. 625. Shippers vs. Express Companies. Excessive rates. Transferred to formal hearing.

No. 642. Citizens Progressive Club vs. Grays Harbor Railway & Light Company. Fare between Aberdeen and Cosmopolis. Transferred to formal hearing. (Cosmopolis.)

No. 647. Commercial Club vs. Washington Route. Steamboat fare. Rates secured to satisfaction of patrons. Closed. (Bremerton.)

No. 648. H. J. Bailey vs. Pacific Telephone & Telegraph Company. Telephone deposit. Complaint withdrawn. Closed. (Seattle.)

No. 650. I. S. Harold vs. Great Northern Railway Company. Station agent at Soap Lake. Closed. (Soap Lake.)

No. 659. Orchardvale Grange vs. Northern Pacific Railway Company. Claim for loss of coal. Claim paid. Closed. (Granger.)

No. 666. B. Hammond vs. Railways. For reduced rates ship knees. Reduction refused. No formal complaint made. Closed. (Tacoma.)

No. 674. Snohomish County Commissioners vs. Northern Pacific Railway Company. Dangerous crossing. Transferred to formal hearing. (Everett.)

No. 678. Crowley & Co. vs. Dodwell & Co. Wharf rates. Formal hearing required. No complaint filed. Closed. (Seattle.)

No. 682. Chehalis Produce Co. vs. Railways. Rates cascara bark. Transferred to formal hearing No. 916. (Aberdeen.)

*Complaints Nos. 459 to 799, inclusive, were pending on the date of the Second Annual Report, November 30, 1912.

No. 684. City of Blaine vs. Great Northern Railway Company. Dangerous crossing. Closed. (Blaine.)

No. 692. C. H. Langbehn vs. Chicago, Milwaukee & Puget Sound Railway Company. Dangerous crossing. Company ordered improvements. Closed. (Tekoa.)

No. 708. Coast Freight Adjustment Bureau vs. Northern Pacific Railway Company. Switching rates to Fremont. Required formal complaint. None filed. Closed. (Seattle.)

No. 710. H. Brickenmeier vs. Northern Pacific Railway Company. Unsafe track. Conditions remedied. Closed. (Arlington.)

No. 716. Rogers Company vs. Northern Pacific Railway Company. Refund switching. Interstate. No jurisdiction. Closed. (Tacoma.)

No. 717. R. W. Hatheway vs. Great Northern Railway Company. Warehouse location. No site available. Closed. (Chewelah.)

No. 720. Emil Johnson vs. Great Northern Railway Company. Overcharge on grain shipment. Closed. No answer to commission letters. (Springdale.)

No. 729. Conner Malott vs. Spokane & Inland Empire Railway Company. Excessive baggage rates. Transferred to formal hearing. (Spokane.)

No. 732. Brotherhood of Locomotive Firemen & Engineers vs. Northern Pacific Railway Company. Hoop stands for signals. Closed.

No. 733. John South vs. Hoquiam Water Co. Extension of mains. Service furnished. Closed. (Hoquiam.)

No. 734. Mt. Pleasant Grange No. 73 vs. Spokane, Portland & Seattle Railway Co. Spur. Transferred to formal hearing. (Mt. Pleasant.)

No. 735. Commercial Club vs. Spokane, Portland & Seattle Railway Company. Inadequate train service. Formal hearing necessary. No complaint filed. Closed. (Camas.)

No. 736. Duwamish Commercial Club vs. Puget Sound Traction, Light & Power Company. Car extension. Transferred to formal hearing. (Duwamish.)

No. 739. A. S. Hodgdon vs. Hoquiam Water Co. Extension of mains. Closed. (Hoquiam.)

No. 740. State Reformatory vs. Great Northern Railway Company. Overcharge on freight. Unable to secure data. Closed. (Monroe.)

No. 741. North Bend Commercial Club vs. Northern Pacific Railway. Improving station grounds. No answer to letter. Closed. (North Bend.)

No. 742. Mrs. L. T. Sanderson vs. Great Northern Express Company. Loss on delayed shipment. No jurisdiction. Closed. (Leavenworth.)

No. 744. S. L. Sorenson vs. Pacific Telephone & Telegraph Company. Excessive charges. Tariff charged. Closed. (Enumclaw.)

No. 746. W. G. Pike vs. Great Northern Railway Company. Fencing right-of-way. Fence built. Closed. (Milan.)

No. 747. High School vs. Great Northern Railway. Reduced rate fuel oil. Pending. (Wenatchee.)

No. 748. J. W. Lockhart vs. Pacific Telephone & Telegraph Company. Telephone service. Closed. (St. John.)

No. 749. J. F. Booth vs. Northern Pacific Railway Company. Baggage room service. No formal complaint filed. Closed. (Walla Walla.)

No. 751. Flora M. Boggs vs. Great Northern Railway Company. Fencing right-of-way. Closed. (Oroville.)

No. 752. Ira A. Marchant vs. Great Northern Railway Company. Rate fuel oil. Rate reduced. Closed. (Burlington.)

No. 753. Citizens vs. Northern Pacific Railway Company. Station. Improvements made. Closed. (Brush Prairie.)

No. 754. Walter D. Peters vs. Port Washington Route. Boat service. Service improved. Closed. (Bremerton.)

No. 755. E. H. Duffy vs. Oregon-Washington Railroad & Navigation Company. Wood rates. Transferred to formal hearing. (Sunnyside.)

No. 756. C. W. Taylor vs. Great Northern Railway Company. Crossing. Repairs made. Closed. (Custer.)

No. 757. E. E. Emery vs. Idaho & Washington Northern Railroad Company. Stopping trains at spurs for freight. No formal complaint filed. Closed. (Crescent.)

No. 758. Citizens vs. Northern Pacific Railway Company. New station. No formal complaint filed. Closed. (Slisco.)

No. 761. Chieftan Lumber Co. vs. Northern Pacific Railway Company. Switching rates. Closed. (Seattle.)

No. 763. George T. Richardson vs. Northern Pacific Railway Company. Facilities at freight station. No formal complaint. Closed. (Kennewick.)

No. 764. Chamber of Commerce vs. Great Northern Railway Company. Rates on wood. Complainant decided not to press complaint. closed. (Colville.)

No. 765. D. D. Davenport vs. Columbia & Okanogan Steamboat Company. Claim lost goods. Claim paid. Closed. (Chelan.)

No. 766. Coast Freight Adjustment Bureau vs. Northern Pacific and Great Northern Railway Companies. Rates to Fremont. Incorporated in formal complaint. (Seattle.)

No. 771. A. G. Kerns vs. Northern Pacific Railway Company. Overcharge. Refund advised. Closed. (Kalama.)

No. 775. E. K. Bull vs. Chicago, Milwaukee & Puget Sound Railway Company. Train service for Cedar Falls. Flag station installed. Closed. (Cedar Falls.)

No. 777. E. O'Connor vs. Western Union Telegraph Company. Up-town office desired. One established. Closed. (South Bend.)

No. 778. C. M. Baxter vs. Pacific Telephone & Telegraph Company. Service. No formal complaint. Closed. (Seattle.)

No. 779. James McNeeley vs. Pacific Telephone & Telegraph Company. Night service. Closed. (Buckley.)

No. 780. Ed. Brown vs. Great Northern Railway Company. Telephone at depot. Phone installed. Closed. (Custer.)

No. 784. Clerk School Board vs. Washington-Oregon Corporation. Power rates. Not excessive by comparison. Closed. (Centralia.)

No. 788. Lake Union Brick Company vs. Northern Pacific Railway Company. Switching rates. Data not furnished. Closed. (Seattle.)

No. 790. Campbell, Stanford, Hawley Co. vs. Whetstone Turner Warehouse Co. Shortage grain. No formal complaint. Closed. (Dayton.)

No. 791. John Stickel vs. Great Northern Railway Company. Failure to furnish car. No formal complaint. Closed. (Quincy.)

No. 799. Town of Cashmere vs. Wenatchee Valley Gas & Electric Co. Dangerous wire construction. Complaint withdrawn. Closed. (Cashmere.)

No. 800. Chehalis River Lumber & Shingle Co. vs. O.-W. R. & N. Co. Car shortage. Cars supplied. Closed. (Centralia.)

No. 801. Cohn & Rosenhaupt vs. Idaho & Washington Northern Railroad Company. Extension of line. Opinion of Attorney General advised Commission had no jurisdiction. Closed. (Metaline Falls.)

No. 802. James Fea vs. G. N. Ry. Co. Lack of courtesy on the part of conductor on Train No. 44, Oct. 27, 1912. Closed because of lack of foundation for complaint. (Wenatchee.)

No. 803. W. H. Paulhamus vs. Dominion Express Co. Berry rates. Pending disposition general express hearing. (Sumner.)

No. 804. N. L. Goodwin vs. N. P. Ry. Co. Car shortage. Cars supplied. Closed. (Puyallup.)

No. 805. R. G. Hutchinson vs. Spokane & Inland Empire R. R. Co. Power rates. Transferred to formal hearing No. 942. (Spokane.)

No. 806. Chamber of Commerce vs. Northern Pacific Railway Co. Dangerous grade crossing. Cause of complaint removed. Closed. (Montesano.)

No. 807. C. A. Palmer vs. G. N. Ry. Co. Blocking of crossings with trains. Orders given to cut trains at crossings. Closed. (Milan.)

No. 808. Spokane Pressed Brick Co. vs. G. N. Ry. Co. Car shortage. Commission not able to secure amicable adjustment. No formal complaint. Closed. (Spokane.)

No. 809. W. Kime vs. Steamer Birmingham. Service. Dock in question is private property, not a public utility and no occasion exists for filing of tariff. Closed. (Florence.)

No. 810. Karr Investment Co. vs. N. P. Ry. Co. Car shortage. Cars supplied by company. Closed. (Mabton.)

No. 811. Farmers Alliance Warehouse Co. vs. O.-W. R. & N. Co. Car shortage. Apparently no further cause of complaint. No answer to letters. Closed. (Fairfield.)

No. 812. Eyres Transfer Co. vs. American-Hawaiian Steamship Co. Storage on bonded freight. Suggested by American-Hawaiian Steam-

ship Co. that complaint be taken up with U. S. Government. Closed. (Seattle.)

No. 813. Chas. E. Myers vs. Northern Pacific Ry. Co. Lights Davenport Station. Company refused to install lights; only trains arrive daylight hours. Closed. (Davenport.)

No. 814. E. Giggey vs. N. P. Ry. Co. Right-of-way fence. Railroad Company agreed to make repairs. Closed. (Little Rock.)

No. 815. King County Grange vs. N. P. Ry. Co. Right-of-way fence Company agreed to rebuild fence. Closed. (Seattle.)

No. 816. International Brotherhood of Electrical Workers vs. Pacific Power & Light Co. Wiring. Transferred to formal hearing No. 903. (Spokane.)

No. 817. Northeast Spokane Imp. Club vs. Great Northern Railway Co. Hillyard subway. The Commission has no jurisdiction. Closed. (Spokane.)

No. 818. John Woodhouse vs. G. N. Ry. Co. Dangerous track Waterville Branch of the Great Northern. Company agreed to immediately improve the condition. Closed. (Seattle.)

No. 819. P. H. Coghlan vs. Hoquiam Water Co. Installation of meter. Company agreed to install meter free. Closed. (Hoquiam.)

No. 820. J. H. Blodell vs. Seattle Lighting Co. Discount on gas bill. Company agreed to make the desired discount. Closed. (Seattle.)

No. 821. Larchmont Improvement Club vs. Puget Sound Electric Co. Bad condition of track on Puyallup line. Conditions caused by paving of streets. Company agreed to do its utmost to better conditions pending paving. Closed. (Larchmont.)

No. 822. John Gourley vs. Railways. Rates on vegetables, mixed carloads. Company refused to reduce rates. No formal complaint. Closed. (Seattle.)

No. 823. W. C. Mylroie vs. Pacific Tel. & Tel. Co. Complaint—Telephone service. Disposition—service improved by Company. Closed. (Seattle.)

No. 824. J. E. Connaghan vs. Pacific N. W. Traction Co. Car service and misleading position of company's sign. Complaint as to sign was satisfied. In the case of service company maintained no cause for complaint. No formal complaint filed. Closed. (Seattle.)

No. 825. Reardan Union Grain Co. vs. N. P. Ry. Co. Car shortage. Complaint satisfied. Closed. (Reardan.)

No. 826. Jas. McNeeley vs. Pacific Tel. & Tel. Co. Telephone service. Company refused to give the required service owing to excessive expense. No formal complaint. Closed. (Buckley.)

No. 827. Elberton Flour Mill Co. vs. O.-W. R. & N. Co. Milled in transit rates. Matter adjusted. Complaint withdrawn. Closed. (Elberton.)

No. 828. E. O. Anderson vs. G. N. Ry. Co. Station facilities. Company agreed to improve conditions. Closed. (Silvana.)

No. 829. Citizens of Clearbrook vs. Bellingham Bay & British Columbia. Station. Transferred to formal hearing No. 918. (Clearbrook.)

No. 830. Bothell Commercial Club vs. N. P. Ry. Co. Crossings. No formal complaint. Closed. (Bothell.)

No. 831. State Traveling Library vs. G. N. Ry. Co. Claim. Refund made. Closed. (Olympia.)

No. 832. Weller Rose vs. Chicago, Milwaukee & Puget Sound Railroad Co. Claim. Closed. (Snoqualmie.)

No. 833. C. A. Palmer vs. Great Northern Railway Co. Blocking crossings. (See No. 807.)

No. 834. S. B. Hoffman vs. Puget Sound Electric Co. Stopping of cars. Company gave instructions to trainmen to stop all trains on signal in future. Closed. (Kent.)

No. 835. J. P. Hart vs. N. P. Ry. Co. Overcharge in fare. Refund made. Closed. (Auburn.)

No. 836. C. M. Doland vs. Pacific Tel. & Tel. Co. Complaint. Telephone service. Complaint satisfied by company. Closed. (Spokane.)

No. 837. Schallinger Produce Co. vs. Express co. Return of cream cans. Complainant satisfied. Closed. (Spokane.)

No. 838. Citizens of Marcus vs. G. N. Ry. Co. Extension delivery limits. Data not supplied. Closed. (Marcus.)

No. 839. C. W. Taylor vs. Great Northern Ry. Co. Station at Enterprise. Company agreed to construct shelter shed. Complainant satisfied. Closed. (Custer.)

No. 840. Modern Tread Co. vs. Seattle Lighting Co. Discounting of bills. Company made refund. Closed. (Seattle.)

No. 841. Cherry Valley Logging & Ry. Co. vs. G. N. Ry. Co. Claim. Not under jurisdiction of the Commission but railroad company voluntarily made refund. Closed. (Everett.)

No. 842. City of Castle Rock vs. Washington-Oregon Corporation. Defective wiring. Old wiring ordered removed and other changes made. Closed. (Castle Rock.)

No. 843. R. D. Booth vs. Shelton Transportation Co. Boat service. Complaint considered without merit. Closed. (Arcadia.)

No. 844. J. T. George et al. vs. Wilson Bros. Logging Co. Condition of crossing. Company put crossing in good order. Closed. (Rochester.)

No. 845. Chamber of Commerce vs. G. N. Ry. Co. Station facilities. Commission unable to secure an amicable adjustment of the complaint. No formal complaint filed. Closed. (Republic.)

No. 846. City of Snohomish vs. N. P. Ry. Co. Lights for crossings. Satisfactorily adjusted. Closed. (Snohomish.)

No. 847. S. L. Lewis vs. Washington Route. Commutation fares. Company agreed to make fares as requested. Closed. (Manette.)

No. 848. Duplicate of No. 858.

No. 849. O. E. Goodwin vs. O.-W. R. & N. Co. Fare on Ilwaco Division. Fare charged permissible according to company's tariff. Closed. (Seaview.)

No. 850. Malaga Grange vs. G. N. Ry. Co. Train service. Company refused to give additional train service. No formal complaint filed. Closed. (Malaga.)

No. 851. Geo. Harderbergh vs. Northern Pacific Railway Co. Crossing protection. Company assured Commission that signal bell would be installed. Closed. (Seattle.)

No. 852. W. S. Tunks vs. Burbank Company. Irrigation rates. Complainant advised to file formal complaint. None filed. Closed. (Seattle.)

No. 853. W. G. Pike vs. Great Northern Railway Co. Fencing right-of-way. Fence erected. Closed. (Elk.)

No. 854. Spokane Provision Co. vs. Northern Express Co. Express rates on fish. Commission unable to secure an amicable adjustment of the matter and advised complainant to file formal complaint, which was not done. Closed. (Spokane.)

No. 855. T. P. Hoff vs. Bridgeport Water Co. Water rates. Commission could not arbitrarily fix rates. Advised complainant to file formal complaint, which was not done. Closed. (Bridgeport.)

No. 856. Mrs. T. B. Royal vs. Express Co. Extension of delivery limits. Company not justified in extending delivery limits as requested. Closed. (Olympia.)

No. 857. Nooksack Township vs. N. P. Ry. Co. Crossings and cattle guards. Company installed cattle guards at all desired points. Closed. (Sumas.)

No. 858. J. R. Skeen vs. N. P. Ry. Co. Crossing protection. Company agreed to provide protective device. Closed. (Sedro Woolley.)

No. 859. Chas. Freeman vs. G. N. Ry. Co. Tracks. Company removed cause of complaint. Closed. (Seattle.)

No. 860. Thos. O'Leary vs. Pacific Tel. & Tel. Co. Telephone rates. Complaint dismissed. Closed. (Olympia.)

No. 861. C. W. Hodgdon vs. Hoquiam Water Co. Water rates. Complainant asked to file formal complaint. None filed. Closed. (Hoquiam.)

No. 862. Byron Land Co. vs. N. P. Ry. Co. Car shortage. Company supplied cars. Closed. (Byron.)

No. 863. C. W. McDowell vs. Spokane County Electric Co. Power rates. Complainant asked to file formal complaint. None filed. Closed. (Rockport.)

No. 864. W. S. Ward vs. Centralia & Chehalis Gas Co. Extension of mains. Complainant advised to file formal complaint. None filed. Closed. (Centralia.)

No. 865. A. E. Evans vs. Pacific Tel. & Tel. Co. Rates. Complainant advised to file formal complaint. None filed. Closed. (Pullman.)

No. 866. J. L. Smith vs. G. N. Ry. Co. Claim. Satisfactorily adjusted. Closed. (Chatteroy.)

No. 867. Davenport Grain Co. vs. N. P. Ry. Co. Claim. Overcharge. Company agreed to make refund. Closed. (Davenport.)

No. 868. Nisson Implement Co. vs. O.-W. R. & N. Co. Claim. Disposition—Shipment was interstate and the Commission had no jurisdiction. Closed. (Pendleton.)

No. 869. City of Castle Rock vs. Castle Rock Water Co. Service. Company agreed to render the desired service. Apparently satisfactory. Closed. (Castle Rock.)

No. 870. Roy & Roy vs. Western Union Tel. Co. Telegraph service. Rules and regulations of the company found to conform to the Commission's desire. Closed. (Seattle.)

No. 871. Tacoma Commercial Club vs. Northern Pacific Ry. Co. Detention cars export shipments. Complainant advised to file formal complaint. None filed. Closed. (Tacoma.)

No. 872. W. W. Barton vs. Hood's Canal Trading Co. Notice arrival shipments. Company agreed to improve service. Closed. (Seabeck.)

No. 873. Henry Voss vs. G. N. Ry. Co. Express service on milk. Company with existing facilities can provide no better service. Closed. (Bluestem.)

No. 874. Jas. Innes vs. G. N. Ex. Co. Claim. Claim against stage line rather than against express company. No jurisdiction. Closed. (Okanogan.)

No. 875. Teena Graham vs. Railways. Crossing. Commission had no jurisdiction. Closed. (Riverton.)

No. 876. Spokane Grain Co. vs. N. P. Ry. Co. Car shortage hay shipments. Cars supplied. Closed. (Seattle.)

No. 877. P. F. Knight, Mayor, vs. N. P. Ry. Co. Rate on crushed rock. Company refused to make the low rate given the state. Closed. (Bucoda.)

No. 878. Eatonville Lumber Co. vs. Chicago, Milwaukee & St. Paul Ry. Co. Fuel oil rates. Desired rate secured. Closed. (Eatonville.)

No. 879. State Board of Control vs. Tacoma Ry. & Pr. Co. Service for guards. Commission considered restrictions of this class of travel by the Company reasonable. Closed. (Olympia.)

No. 880. State Board of Control vs. Tacoma Ry. & Pr. Co. Fuel oil rates. Rate reduced to satisfaction of complainant. Closed. (Olympia.)

No. 881. Valley Central Grange No. 343 vs. Puget Sound Electric Co. Station. All necessary repairs made by company. Closed. (O'Brien.)

No. 882. King County Pomona Grange vs. Puget Sound Electric Co. Reduced fare for school children. Transferred to formal hearing No. 936. (Duval.)

No. 883. K. P. Runa vs. N. P. Exp. Co. Express rates. Complaint satisfied. Closed. (Prosser.)

No. 884. J. B. Tatum vs. Orchard Water Co. Rates. Rate not found to be excessive. Closed. (Kalama.)

No. 885. Leigh Overman vs. Spokane Gas Co. Discount on gas bills. Discount allowed by company. Closed. (Spokane.)

No. 886. W. F. Leavell vs. G. N. Ry. Co. Station lights. No jurisdiction, being a matter of street lighting. Closed. (Sultan.)

No. 887. A. B. Marshall vs. Benton County Tel. Co. Rates. Transferred to formal hearing No. 939. (Grand View.)

No. 888. J. W. Lawton vs. N. P. Ry. Co. Appointment of agent. Complainant satisfied. Closed. (Fishtrap.)

No. 889. Van Horne Shingle Co. vs. G. N. Ry. Co. Car order book. Adjusted to the satisfaction of complainant. Closed. (Van Horne.)

No. 890. Van Horne Shingle Co. vs. Great Northern Co. Receipt for bills of lading. Agent instructed to keep car distribution book. Satisfied. Closed. (Van Horne.)

No. 891. J. P. Schmitz vs. Spokane & Inland Empire R. R. Station Spring Valley. Schedule changed so as to have station opened and agent on duty before arrival of train. Closed. (Rosalia.)

No. 892. D. J. Glenn vs. Puget Sound Electric Ry. Protection Third Rail. Protection made to satisfaction of complainant. Closed. (Milton.)

No. 893. C. R. Geiger vs. Lewis River Ind. Tel. Co. Service. Complainant advised to make formal complaint. None filed. Closed. (Ariel.)

No. 894. T. P. Hopp vs. Ferry Company. Service. Commission had no jurisdiction. Closed. (Bridgeport.)

No. 895. Martin Bros. vs. Inland Navigation Co. Rates. Adjusted to satisfaction of complainant. Closed. (Dolphin.)

No. 896. Issaquah Commercial Club vs. No. Bend-Snoqualmie Tel. Exchange. Service. Company made refund. Closed. (Issaquah.)

No. 897. C. C. Johnson vs. Idaho & Wash. Northern Ry. Spur. Complaint satisfied. Closed. (Ione.)

No. 898. Roosevelt Land Co. vs. Spokane, Portland & Seattle Station at Roosevelt. Complaint not well founded. Closed. (Portland.)

No. 899. Wm. Greenleaf vs. Puget Sound Traction, Light & Power Co. Rates. Pending. (Kent.)

No. 900. Bucoda Coal Co. vs. Northern Pacific Railway Co. Spur. Complaint satisfied. Closed. (Bucoda.)

No. 901. Geo. I. Bouck vs. Tacoma Gas Co. Meter rates. Complaint not well founded. Closed. (Tacoma.)

No. 902. G. M. Coffey vs. Pacific Tel. & Tel. Co. Toll rates. Included in formal hearing. (Kalama.)

No. 903. H. R. Lea vs. Tacoma Gas Co. Interest on deposits. Company required to pay interest annually. Closed. (Tacoma.)

No. 904. Geo. Livesey vs. Pacific Northwest Traction Co. Switching rates. Explanation made by Company satisfactory to complainant. Closed. (Bellingham.)

No. 905. Geo. H. Wallis vs. Spokane Inland Empire Ry. Co. Train service. Change in time card satisfactory to complainant. Closed. (Spokane.)

No. 906. Mrs. Geo. Schmick vs. Northern Pacific Railway Co. Claim. Paid. Closed. (Anacortes.)

No. 907. E. I. Green vs. Pacific Tel. & Tel. Co. Installation telephone. Telephone installed. Closed. (Aberdeen.)

No. 908. W. Griswold vs. Medical Lake Telephone Co. Telephone service. Disposition—Company ordered to render the desired service. Closed. (Espanola.)

No. 909. John R. Neeley, M. D., vs. Spokane Gas & Fuel Co. Discounting bills. Discount satisfactorily adjusted. Closed. (Spokane.)

No. 910. Peter V. Clement vs. Northern Pacific Railway Co. Right-of-way fence. Company agreed to erect fence. Closed. (Ainey.)

No. 911. W. L. Gray vs. Richmond Beach Tel. Co. Telephone service. Transferred to formal hearing No. 981. (Richmond Beach.)

No. 912. E. E. Starkey vs. Northern Pacific Railway Co. Rate on coal. Transferred to formal hearing No. 1544. (Prosser.)

No. 913. J. E. Brown et al. vs. N. P. Ry. Co. Train service. Disposition—Company refused. Complainant failed to file formal complaint. Closed. (Farmington.)

No. 914. Julie E. Sommer vs. G. N. Ry. Co. Delay to baggage. Baggage delivered and complaint dismissed. Closed. (Chicago.)

No. 915. Tenino Mill Co. vs. N. P. Ry. Co. Spur. No jurisdiction as line still under construction. Closed. (Tenino.)

No. 916. Carver-Shadbolt Co. vs. N. P. Ry. Co. Refusal to permit change in consignee hay shipments after loading. Complainant advised to file formal complaint. No complaint filed. Closed. (Wapato.)

No. 917. Thos. Orr vs. Island Transportation Co. Rates. Rate made satisfactory. Closed. (Clinton.)

No. 918. W. J. Knight vs. Spokane, Portland & Seattle Railway Co. Dangerous crossing. Transferred to formal hearing. (Vancouver.)

No. 919. B. S. Davis vs. Washington-Oregon Corporation. Rates for switching. Closed on account of road being under construction. (Chehalis.)

No. 920. C. H. Dow vs. Electric Lines. Service. Transferred to formal hearing No. 1525.

No. 921. Home Tel. Co. vs. N. P. Ry. Co. Booth in station. Commission had no jurisdiction. (Centralia.)

No. 922. Whitman County Federation of Commercial Clubs vs. Railways. Fruit rates, etc. Disposition—Case not followed up by complainant. Closed. (Pullman.)

No. 923. Hedlund Box & Shingle Co. vs. G. N. Ry. Co. Claim. Minimum loading capacity of certain cars as applied by the G. N. found to be correct. Closed. (Spokane.)

No. 924. *The Cabell Co. vs. Railways.* Rate on flour, Sound to Spokane. Interstate movement and under the exclusive jurisdiction of the Interstate Commerce Commission. Closed. (Baltimore.)

No. 925. *Robert E. Johnson vs. C., M. & St. P. Ry. Co.* Claim. Satisfactorily adjusted.

No. 926. *Weyerhaeuser Lumber Co. vs. Railways.* Rate on silo stock. Complaint withdrawn. (Tacoma.)

No. 927. *G. W. Hinman vs. N. P. Ry. Co.* Right-of-way fence. Fence repaired. Closed. (Granite Falls.)

No. 928. *Phil J. Moloso vs. G. N. Ry. Co.* Station. Transferred to formal hearing No. 964. (Blue Creek.)

No. 929. *H. Schlaefer vs. C., M. & St. Paul Ry. Co.* Demurrage. Transferred to formal hearing No. 1549. (Rosalia.)

No. 930. *Geo. L. Williams vs. Washington-Oregon Corporation.* Train service. Train restored to former schedule which satisfied complainant. Closed. (Brush Prairie.)

No. 931. *Citizens of Goldbasin and Silverton vs. N. P. Ry. Co.* Train service. Tracks cleared of snow and road opened up. Closed. (Goldbasin and Silverton.)

No. 932. *C. W. Martindale vs. Washington Water Power Co.* Locking car doors. After conference it was decided between complainant and company that it was advisable to lock rear doors when crossing railroad tracks. Closed. (Spokane.)

No. 933. *Samuel Hill vs. O.-W. R. & N. Co.* Biggs station. Washington Commission had no jurisdiction as point in question was in state of Oregon. Closed. (Portland.)

No. 934. *L. Y. Williams vs. G. N. Ry. Co.* Express service. Disposition—Satisfactory service given by company. Closed. (Kent.)

No. 935. *F. B. Wright vs. Spokane Gas & Fuel Co.* Discount on bills. Tariff complied with. Closed. (Spokane.)

No. 936. *Superior Portland Cement Co. vs. Coastwise Steamers.* Cement rates. Disposition—Complainant failed to furnish more specific data. Closed. (Portland.)

No. 937. *C. L. Morris vs. Northern Pacific Railway.* Hollywood station. Complainant went to Alaska and did not follow up complaint. Closed. (Seattle.)

No. 938. *Tacoma Mill Co. vs. N. P. Ry. Co.* Unclean condition of cars. Shipper advised to call upon company to have cars put in proper condition for kind of traffic for which they are intended. Closed. (Tacoma.)

No. 939. *Citizens of Camden vs. G. N. Ry. Co.* Car shortage. Sufficient cars provided. Closed. (Camden.)

No. 940. *J. R. Patterson vs. Idaho & Wash. Northern R. R. Co.* Track conditions. Complaint found to be without merit. Closed. (Newport.)

No. 941. Mrs. Mary L. Van Kirk vs. Wash.-Ore. Corporation. Water rates. Disposition—Complaint dropped as complainant did not care to follow it up. Closed. (Centralia.)

No. 942. R. A. Hutchinson vs. G. N. Ry. Co. Grain rates. Transferred to formal hearing No. 943. Closed. (Spokane.)

No. 943. C. L. Longwell vs. N. P. Ry. Co. Claim. Commission had no jurisdiction. Closed. (Kirkland.)

No. 944. Kerr, Gifford & Co. vs. C., M. & St. P. and G. N. Ry. Co. Physical connection. Complainants declined to file formal complaint. Closed. (Seattle.)

No. 945. Allen Precinct Improvement Club vs. Richmond Beach Tel. Co. Service. Complainant failed to file formal complaint. Closed. (Edmonds.)

No. 946. J. H. Ackley vs. G. N. Ry. Co. Tracer. Shipment finally arrived. Closed. (South Bend.)

No. 947. Richard France vs. G. N. Ry. Co. Rate on fruit. tariff rate paid. Closed. (Blue Creek.)

No. 948. J. R. Cannon, Mayor, vs. Port Townsend Southern R. R. Co. Complaint. Transferred to formal hearing No. 1557. (Tumwater.)

No. 949. H. S. Howard vs. Seattle Lighting Co. Discount on bill. Discount allowed by company. Closed. (Seattle.)

No. 950. W. C. McMaster vs. G. N. Ry. Co. Bulletin board. Bulletin installed to satisfaction of complainants. Closed. (Marysville.)

No. 951. John Buckley vs. Seattle Lighting Co. Discount on bill. Discount allowed by company. Closed. (Seattle.)

No. 952. E. M. Sconce vs. Home Tel. & Tel. Co. Refund. Complainant advised to file formal complaint, which he failed to do. Closed. (Chehalis.)

No. 953. Citizens of Bossburg vs. G. N. Ry. Co. Station. No response to request for further data. Closed. (Bossburg.)

No. 954. Mrs. S. L. Billings vs. Olympia Gas Co. Gas bill. Commission had no jurisdiction to enforce contracts. Closed. (Olympia.)

No. 955. J. T. Lee vs. Northern Pacific Ry. Co. Train service. Required service rendered. Closed. (Wilkeson.)

No. 956. J. J. Fox vs. Everett Gas Co. Gas bill. Adjusted to satisfaction of complainant. Closed. (Monroe.)

No. 957. So. Bend Mill & Timber Co. vs. N. P. Ry. Co. Machinery rates. Complaint not justified. Closed. (South Bend.)

No. 958. State Board of Control vs. Olympia Water Co. Rate for Capitol building. Adjusted satisfactorily. Closed. (Olympia.)

No. 959. Centerville Telephone Co. vs. Pacific Tel. & Tel. Co. Long distance service. No formal complaint filed. Closed. (Goldendale.)

No. 960. Hazel Mill Co. vs. G. N. Ry. Co. Car shortage. Blanchard. Complainant did not follow up complaint. Closed. (Bellingham.)

No. 961. Endreson Spar & Timber Co. vs. Northern Pacific Railway. Rate on spars. Pending weighing next shipment. (Hoquiam.)

No. 962. Parker Publicity Club vs. N. P. Ry. Co. Blocking crossings. Closed and re-opened as informal complaint No. 1090. (Parker.)

No. 963. Citizens of Thera vs. O.-W. R. & N. Co. Station. Station promised. (Endicott.)

No. 964. E. E. Case vs. Raymond Water Co. Service. Service granted. Closed. (Raymond.)

No. 965. Citizens of Govan vs. N. P. Ry. Co. Station. Complaint not well founded. Closed. (Govan.)

No. 966. Farmers' Cooperative Tel. Assn. vs. Northwestern Electric Co. Dangerous wiring. No jurisdiction. Closed.

No. 967. Perry Hardy vs. Northern Pacific Railway Company. Station. Included in another case.

No. 968. Horace Davis vs. Pacific Tel. & Tel. Co. Telephone service. Adjusted to satisfaction of complainant. Closed. (Burnett.)

No. 969. Chas. H. Schuett vs. N. P. Ry. Co. Overflow land. Company agreed to fix ditches. Closed. (Sumas.)

No. 970. Isaacs Grain Co. vs. Railways. Milling in transit rates on barley. Tariff put into effect, satisfactory. Closed. (Walla Walla.)

No. 971. W. L. Walker vs. G. N. Ry. Co. Overcharge on hay. Claim paid. Closed. (Waukon.)

No. 972. C. A. Johnson vs. Pacific Tel. & Tel. Co. Telephone service. Complainant did file formal complaint. Closed. (Seattle.)

No. 973. A. Polson vs. Pacific Tel. & Tel. Co. Telephone service. Satisfactorily adjusted. Closed. (Hoquiam.)

No. 974. Jas. Van Boven vs. Northern Pacific Railway Co. Right-of-way fence. Company agreed to fence right-of-way at an early date. Closed. (Ainey.)

No. 975. The Trade Register vs. Wharves. Return of carriers. Docks agreed to sign for all empties returned. Closed. (Seattle.)

No. 976. J. L. Sparling vs. Str. Hassalo. Service. Complaint not well founded. Closed. (Kelso.)

No. 977. S. B. Gjerde vs. Attalia Land Co. Irrigation service. Violation of contract over which the Commission had no jurisdiction. Closed. (Attalia.)

No. 978. Lewis River Tie & Lumber Mills Assn. vs. Oregon-Washington Railway & Navigation Co. Use of spur track. Adjusted. Closed. (Portland.)

No. 979. Chas. Pelan vs. Great Northern Express Co. Claim. Complainant advised to file formal complaint which he failed to do. Closed. (Bailey.)

No. 980. A. C. Davis vs. Wharf Company. Wharf charges. Complainant did not file formal complaint. Closed. (Tacoma.)

No. 981. Eliza Field vs. Spokane, Portland & Seattle Railway Co. Fencing right-of-way. Pending. (Stevenson.)

No. 982. C. E. Judd vs. Sehome Dock. Wharfage rates. Refund made. Closed. (East Sound.)

No. 983. Mrs. Thos. H. Tait et al. vs. Great Northern Railway Co. Burlington station. Station partitioned to satisfaction of complainants. Closed. (Anacortes.)

No. 984. V. E. Pavey vs. Shelton Transportation Co. Boat service. Complaint not well founded. Closed. (Seattle.)

No. 985. Simplex Side Car Agency vs. Railways. Classification. Found to be justified. Closed. (Tacoma.)

No. 986. J. H. Magee vs. Marcus Water Co. Water service. Complainant did not file formal complaint. Closed. (Marcus.)

No. 987. Martin Tjerne vs. Great Northern Railway Co. Spur. Disposition—Blocking of spur discontinued. Closed. (Milltown.)

No. 988. Willipa Harbor Sand & Gravel Co. vs. Northern Pacific Railway Co. Gravel rates. Disposition—Company made rate desired. Closed. (Raymond.)

No. 989. W. V. Thompson vs. Great Northern Railway Co. Service. Service ordered. Closed. (Chewaucum.)

No. 990. Edwards & Bradford vs. Northern Pacific Railway Co. Weight coal shipments. No formal complaint filed. Closed. (Davenport.)

No. 991. Herman Stein vs. Puget Sound Electric Ry. Installation of spur. Failed to file formal complaint. Closed. (Tukwila.)

No. 992. Dr. J. H. Snively vs. Seattle Lighting Co. Gas rates. Disposition—Complaint not well founded. Closed. (Seattle.)

No. 993. L. F. Hart, Secy. I. O. O. F., vs. Railroads. Fare to convention. Desired rate granted. Closed. (Tacoma.)

No. 994. P. J. Dowling vs. Medical Lake Telephone Co. Service. Pending. (Medical Lake.)

No. 995. A. Kristoferson vs. Pacific Tel. & Tel. Co. Service. Cause of complaint removed. Closed. (Seattle.)

No. 996. F. A. Hazeltine vs. Northwest Electric & Water Works. Rates. Closed. (South Bend.)

No. 997. Residents of Scotia vs. Great Northern Railway Co. Fencing right-of-way. Closed. (Scotia.)

No. 998. Hay Shippers vs. Railroads. Hay rates from Montana. Complaint dropped. Closed. (Valley.)

No. 999. Residents of Otis Orchards vs. Northern Pacific Railway Co. Station. Business not sufficient to justify station agent. Closed. (Otis Orchards.)

No. 1000. Stevens County Farmers' Union vs. Great Northern Railway Co. Fencing right-of-way. Pending. (Chewelah.)

No. 1001. Abe B. Cohn vs. Puget Sound T. L. & P. Co. Service to Alki Point. Complainant evidently satisfied. Closed. (Seattle.)

No. 1002. T. C. Fellows vs. Great Northern Railway Co. Station. Formal complaint necessary. None filed. Closed.

No. 1003. Edward Lowe, Jr., vs. Raymond Water Co. Service. Adjusted satisfactorily. Closed. (Raymond.)

No. 1004. Harvey Dunn vs. Pacific Power & Light Co. Power service. Complainant advised to file formal complaint. No reply. Closed. (Granger.)

No. 1005. Mrs. D. A. Loose et al. vs. Northwestern Long Distance Tel. Co. Service. Service reestablished to satisfaction of complainant. Closed. (Redondo.)

No. 1006. R. A. Wiley vs. Pacific Tel. & Tel. Co. Telephone service. Service desired, granted. Closed. (Aberdeen.)

No. 1007. Turley Shingle Mill vs. Northern Pacific Railway Co. Spur. No formal complaint. Closed. (Robe.)

No. 1008. Contractors' Equipment Co. vs. Railways. Rates on machinery. Interstate. No jurisdiction. Closed.

No. 1009. J. E. Rimbold vs. Pacific Tel. & Tel. Co. Claim. Matter adjusted satisfactorily. Closed. (Seattle.)

No. 1010. W. J. Armstrong vs. Railroads. Service shipment livestock. No jurisdiction. Interstate. Closed. (Penticton, B. C.)

No. 1011. F. McKenney vs. Northern Pacific Railway Co. Crossing protection Bucoda. Bell installed. Closed. (Olympia.)

No. 1012. John Willms vs. Great Northern Railway Co. Spur and crossing. Pending.

No. 1013. N. A. Ward vs. Hoquiam Water Co. Water rates. Not followed by complaint. Closed. (Hoquiam.)

No. 1014. O'Neill-Gowan Lumber Co. Inaccurate weights. Not followed up by complainant. Closed. (Everett.)

No. 1015. Jas. T. Self vs. Spokane, Portland & Seattle Railway. Train service. Satisfactorily adjusted. Closed. (Camas.)

No. 1016. Harold M. Brown vs. Pacific Tel. & Tel. Co. Telephone service. Telephone installed. Closed. (Vancouver.)

No. 1017. Pacific National Lumber Co. vs. Chicago, Milwaukee & Puget Sound Railway Co. Claim. Pending. (Tacoma.)

No. 1018. Whitney Engineering Co. vs. Railroad. Rate on locomotives. Referred to Interstate Commerce Commission. No jurisdiction. Closed. (Tacoma.)

No. 1019. Harry Prough vs. O.-W. R. & N. Co. Claim. Shipment interstate. No jurisdiction. Closed. (Spokane.)

No. 1020. Frank W. Guilbert vs. Spokane & Inland Empire Railroad Co. Alarm at Tudor crossing. Bell installed. Closed. (Spokane.)

No. 1021. Laurel Cooperative Creamery vs. Pacific Telephone & Telegraph Company. Service. Investigation made. Closed.

No. 1022. M. A. Covington vs. Pacific Tel. & Tel. Co. Service. Telephone installed. Closed. (Spokane.)

No. 1023. R. S. Jones vs. Gracie L. Operation without tariffs. Complainant agreed to dismiss. Closed. (Seattle.)

No. 1024. Chas. Freeman vs. Tacoma Railway & Power Co. Refusal honor transfer. Company refused to change rules. Closed. (Seattle.)

No. 1025. Frank McKnight vs. Northern Pacific Railway Co. Station. Facilities provided. Closed. (Pe Ell.)

No. 1026. Thos. B. McMahon vs. Pacific Tel. & Tel. Co. Claim. Claim allowed. Closed. (Seattle.)

No. 1027. C. Beeg vs. Hanford Irrigation Co. Irrigation service. Satisfactorily adjusted. Closed. (Tacoma.)

No. 1028. Pacific Coast Shippers Assn. vs. Carriers. Protection from fraudulent bill of lading. Carriers agree to cooperate. Closed. (Seattle.)

No. 1029. S. W. Johnson vs. Great Northern Railway Co. Fencing. Company agrees to fence. Closed. (Milan.)

No. 1030. R. France vs. Great Northern Railway Co. Train service. Desired service granted. Closed. (Blue Creek.)

No. 1030½. Norris-Short Co. vs. Bellingham & Northern Railway Co. Switching rates. Complaint not followed up by complainants. Closed. (Bellingham.)

No. 1031. South Bend Commercial Club vs. Northern Pacific Railway Co. Station employes. Insufficient showing made. Closed. (South Bend.)

No. 1032. T. R. Hopkins vs. Northern Pacific Railway Co. Dangerous crossing. Transferred to formal hearing. (Kirkland.)

No. 1033. Mrs. M. E. Smith vs. Castle Rock Water Co. Service. Water installed to satisfaction of complainant. Closed. (Castle Rock.)

No. 1034. Neal Turner vs. Kent & Renton Tel. Co. Damage claim. Disposition—No jurisdiction. Closed. (Kennydale.)

No. 1035. Spokane Bakery Co. vs. Express Companies. Rate return of carriers. Complaint dropped. Closed. (Spokane.)

No. 1036. B. Hawkins vs. Great Northern Railway Co. Service. Complaint not followed up by complainant. Closed. (Riverside.)

No. 1037. H. H. Martin Lumber Co. vs. O-W. R. & N. Co. Blocking crossings. Orders given to prevent further cause for complaint. Closed. (Centralia.)

No. 1038. J. M. Hoff vs. Northern Pacific Railway Co. Dangerous crossing. Transferred to formal hearing. (Ridgefield.)

No. 1039. A. E. Starling vs. Pacific Telephone & Telegraph Co. Service. Pending settlement between parties. (Spokane.)

No. 1040. Lewis Stalret vs. Spokane & Inland Empire Railway Co. Station building. Transferred to formal hearing. (Kiesling.)

No. 1041. Northern Grain & Warehouse Co. vs. A. E. Nichols. Doing warehouse business unlawfully. Pending.

No. 1042. Mrs. Beth Cline vs. Seattle Lighting Co. Meter reading. Matter dropped. Closed. (Seattle.)

No. 1043. R. J. Welch vs. Spokane Gas Co. Claim. Insufficient facts. Closed. (Spokane.)

No. 1044. E. R. Vaughn vs. O-W. R. & N. Co. Loss of baggage. Owner's risk. Closed. (Tacoma.)

No. 1045. Morgan Lumber Co. vs. Northern Pacific Railway Co. Demurrage. Complaint not well founded. Closed. (Toppenish.)

No. 1046. S. E. Minnick et al. vs. Oroville Canal Co. Service. Irrigation contract. No jurisdiction. Closed. (Oroville.)

No. 1047. Riverview Orchard Co. vs. Wenatchee Valley Gas & Electric Co. Contract. No jurisdiction. Closed. (Seattle.)

No. 1048. Frank Downie vs. Puget Sound Electric Railway Co. Service. Transferred to formal hearing. (Seattle.)

No. 1049. Copalis Lumber Co. vs. Chehalis County and State of Washington. Crossing. Complainant required to file petition. No petition filed. Closed. (Hoquiam.)

No. 1050. Harry J. Lavin vs. Great Northern Railway Co. Fencing crossing. Pending.

No. 1051. In re Dockage Bulk Wheat. Pending.

No. 1052. F. B. Haskell, Jr., vs. Vashon Navigation Co. Refund on commutation tickets. Closed. (Tacoma.)

No. 1053. Richard T. Dunn vs. Railroads. Fare between Tacoma and Seattle. No formal complaint filed. Closed. (Port Townsend.)

No. 1054. Mrs. H. S. McQueen vs. Edmonds Electric Light Co. Meter charges. Complaint not well founded and dropped by complainant. Closed. (Edmonds.)

No. 1055. Geo. W. Chute vs. Burbank Co. Service. Pending filing formal complaint. (Two Rivers.)

No. 1056. Mayor of Chelan vs. Chelan Water Company. Rates. New tariff reducing rates prepared. Closed. (Chelan.)

No. 1057. D. D. Davenport vs. Pacific Tel. & Tel. Co. Rates. Satisfactory rates established. Closed. (Tonasket.)

No. 1058. E. E. Zehm vs. Pacific Power & Light Co. Rates. Complainant has left state. Closed. (Waitsburg.)

No. 1059. Ernest W. Fry vs. Northern Pacific Ry. Co. Hay rates. Adjusted. Closed. (Prosser.)

No. 1060. Farmers' Alliance Warehouse and Elevator Co. vs. Oregon-Washington Railway & Navigation Co. Demurrage. Transferred to formal hearing. (Fairfield.)

No. 1061. Chehalis Produce Co. vs. Northern Pacific. Switching rates. No formal complaint. Closed. (Aberdeen.)

No. 1062. John I. Melville vs. Northern Pacific Railway Co. Crossing at Sprague. Watchmen installed. Closed. (Sprague.)

No. 1063. Geo. A. Cottrell vs. Western Washington Power Co. Service. Pending formal hearing. (Seattle.)

No. 1064. Phoenix Lumber Co. vs. Northern Pacific Railway Co. Overcharge. Tariff charged. Closed. (Spokane.)

No. 1065. Dr. G. F. Messer vs. N. P. & S. P. & S. Rys. Joint passenger rates. Satisfactory rates provided. Closed. (Aberdeen.)

No. 1066. J. E. Riely vs. S. P. & S. Ry. Co. Sand rates. Interstate. Closed. (Goldendale.)

No. 1067. Burt Freeman vs. Tacoma Railway & Power Co. Dogs on cars. Referred to Board of Health. Closed. (Tacoma.)

No. 1068. A. L. Brown vs. Northern Pacific Railway Co. Protest over closing station. Pending. (Seattle.)

No. 1069. A. C. Girard vs. Pacific Telephone & Telegraph Co. Phone rates. Pending. (Montesano.)

No. 1070. International Lime Co. vs. Farmers' Mutual Tel. Co. Service. Adjusted amicably between Lime Company and Tel. Company. (Sumas.)

No. 1071. In re rules governing electrical construction. Transferred to formal hearing.

No. 1072. W. Fairchild vs. Puget Sound Electric Railway Co. Inexperienced flagman. Not in violation of law. Closed. (Tacoma.)

No. 1073. Otto U. Adams et al. vs. Pinecraft Orchard Co. Service. Transferred to formal hearing. (Pinecraft.)

No. 1074. T. J. Wright vs. Pacific Power & Light Co. Rates. Tariff rates charged. Closed. (Kennewick.)

No. 1075. O'Neill Grain Co. Protest over hay grades. Investigated. (Mabton.)

No. 1076. R. Greiger vs. Great Northern Railway Co. Overcharge. Complaint in error. Closed. (Oroville.)

No. 1077. In re tracks at Union Mills. Inspection made and improvements secured.

No. 1078. Transportation Bureau vs. Tacoma Railway & Power Co. Switching rates. Pending. (Tacoma.)

No. 1079. Electrical Workers' vs. St. Paul & Tacoma Lumber Co. Dangerous wiring. Company agrees to obey law. Closed. (Tacoma.)

No. 1080. Mose Oppenheimer vs. Great Northern Railway Co. Fencing right-of-way. Fence constructed. Closed. (Spokane.)

No. 1081. D. I. Donovan et al. vs. Spokane Traction Co. Service. Pending. (Spokane.)

No. 1082. O. A. Hoag vs. Chelan Land Co. Unsafe dam construction. Complaint not well founded. Closed. (Chelan.)

No. 1083. White-Dulany Co. vs. Pacific Tel. & Tel. Co. Service. Telephone installed. Closed. (Govan.)

No. 1084. Sharon Branch Fruit Growers' vs. Spokane & Inland Empire Railway Co. Spur track. Adjusted. Closed. (Sharon.)

No. 1085. J. H. Bloedel vs. Canadian Pacific Ry. Co. Accompanying passengers to trains. Complaint dropped. (Bellingham.)

No. 1086. Attalia Mercantile Co. vs. Attalia Land Co. Deposit for meter. Deposit paid. Closed. (Attalia.)

No. 1087. L. Goodrick vs. Spokane Gas Co. Overcharges. Matter adjusted. Closed. (Spokane.)

No. 1088. W. M. Hazlett vs. Northern Pacific Railway Co. Fare Raymond to Fort Cobb, Oklahoma. Overcharge refunded. Closed. (Raymond.)

No. 1089. A. J. Bush vs. Northern Pacific Railway Co. Agent and station. Pending. (Lichty.)

No. 1090. J. C. Howarth vs. Northern Pacific Railway Co. Blocking crossings. Company gives orders to trainmen to avoid complaint. Closed. (Parker.)

No. 1091. Acme Township vs. Northern Pacific Railway Co. Dangerous crossings. Crossings made safe. Closed. (Acme.)

No. 1092. B. M. Lowe et al. vs. Edmonds Independent Telephone Co. Rates. Pending filing formal complaint. (Edmonds.)

No. 1093. Granger Brick & Tile Co. vs. Northern Pacific Railway Co. Rates. No formal complaint. Closed. (Granger.)

No. 1094. A. W. Porter vs. Spokane, Portland & Seattle Railway Co. Violation full crew law. Investigated. (Vancouver.)

No. 1095. E. H. Curtis vs. Great Northern Railway Co. Violation of full crew law. Complaint not well founded. (Seattle.)

No. 1096. O. R. C. & B. R. T. vs. Flaff & Stanifer Co. Violation full crew law. No jurisdiction, road not yet turned over to operating department. (Hooper.)

No. 1097. McMillan vs. Great Northern Railway Co. Team Track. Facilities provided. Closed. (Kiel.)

No. 1098. R. S. Bunker vs. Inland Navigation Co. Excursion. Return fares. Fares charged according to tariff. Closed. (Seattle.)

No. 1099. Water Users vs. Burbank Co. Service. Service requested refused. Closed. (Walla Walla.)

No. 1100. Mrs. G. Arneson vs. Pacific Tel. & Tel. Co. Removal charge. Charge made according to tariff. Closed. (North Yakima.)

No. 1101. Citizens vs. Northern Pacific Railway Co. Agent. Pending. (Falls City.)

No. 1102. Martius Music House vs. Seattle Electric Company. Refund. Pending. (Seattle.)

No. 1103. Citizens vs. Puget Sound Traction, Light & Power Co. Rates. Pending. (Sumner, Auburn and Kent.)

No. 1104. McWilliams & Henry vs. Chicago, Milwaukee & Puget Sound Railway Co. Overcharge. Transferred to formal hearing.

No. 1105. Town of Marcus vs. Great Northern Ry. Co. Station. Preparations being made for erection of building. Closed. (Marcus.)

No. 1106. Mrs. E. D. Sherratt vs. Northern Pacific Railway Co. Freight overcharge. Claim adjusted by company. Closed. (Tacoma.)

No. 1107. P. J. Fransioli & Co. vs. C., M. & St. Paul Ry. Co. Wrong rate quoted. Rate as quoted must stand. Closed. (Seattle.)

No. 1108. C. W. Gerow vs. Northern Pacific Railway Co. Overcharge on hay. Overcharge corrected. Closed. (Willapa.)

No. 1109. Chehalis Furniture & Mfg. Co. vs. Oregon-Washington Railroad & Navigation Co. Refund. Pending. (Montesano.)

No. 1110. Ralph E. Dyar et al. vs. Spokane & Inland Empire. Station at Klesling. Company agreed to erect depot. Closed. (Kiesling.)

No. 1111. James Brown vs. Northern Pacific Railway Co. Crossing. No jurisdiction. Private crossing. (Kangley.)

No. 1112. Fruit Growers' vs. Columbia & Okanogan Steamboat Co. Service. Pending. (Pateros.)

No. 1113. T. O. Buffington vs. Puget Sound Naval Station Route. Freight rates. Provision in tariff changed. Closed. (Bremerton.)

No. 1114. Emmons Bros. vs. Spokane, Portland & Seattle Railway Co. Rates on potatoes. Advised to file formal complaint. None filed. Closed. (Mt. Pleasant.)

No. 1115. Duwamish Valley Citizens vs. Puget Sound Traction, Light & Power Co. Service. Transferred to formal hearing No. 1592. (Duwamish Valley.)

No. 1116. J. H. Chambers vs. Oregon-Washington Railway & Navigation Co. Service. Cosmopolis branch. Pending. (Montesano.)

No. 1117. School Board Castle Rock vs. Electric Companies. Wire removal. No jurisdiction. Closed. (Castle Rock.)

No. 1118. J. H. March vs. Tacoma & Burton Navigation Co. Landing at Shore Acres. Pending. (Tacoma.)

No. 1119. L. B. da Ponte vs. City of Tacoma. Water charges. No jurisdiction. Municipally owned plant. Closed. (Tacoma.)

No. 1120. J. R. McKay vs. Gold Bar Water & Light Co. Rates. Formal complaint necessary. None filed. Closed. (Gold Bar.)

No. 1121. Ed. Little vs. Anacortes Water Co. Service. Pending. (Anacortes.)

No. 1122. County Commissioners vs. Great Northern Railway Co. Dangerous crossing, Elk. Transferred to formal hearing.

No. 1123. Northwest Ice Machine Co. vs. Northern Pacific Railway Co. Switching rates. Pending. (Seattle.)

No. 1124. Pacific Coast Pipe Co. vs. Great Northern Railway Co. Overcharge. Transferred to formal hearing No. 1615. (Ballard Sta., Seattle.)

No. 1125. W. R. Stiles et al. vs. Northern Pacific Railway Co. Train service, Ocosta branch. Pending. (Ocosta.)

No. 1126. E. E. Mayer vs. Great Northern Railway Co. Car shortage. Formal complaint necessary. None filed. Closed. (Lamona.)

No. 1127. Odessa Union Warehouse Co. vs. Chicago, Milwaukee & St. Paul Railway Co. Discrimination in furnishing cars. No formal complaint filed. Closed. (Odessa.)

No. 1128. Citizens vs. Northern Pacific Railway Co. For flag station. Formal complaint necessary. None filed. Closed. (Mesa.)

No. 1129. Mrs. B. F. Radke vs. Everett Gas Co. Meter charge. Closed.

No. 1130. King County Commission vs. Allen & Nelson Mill Co. Crossing. No jurisdiction. Closed. (Seattle.)

No. 1131. J. W. Sheets vs. Blaine Water Co. Service. No reply from complainant. Closed. (Blaine.)

No. 1132. Kelso School vs. Washington-Oregon Corporation. Water rates. Complaint not followed up. Closed. (Kelso.)

No. 1133. Tacoma vs. Railways. Data on shipments. Formal hearing necessary. No complaint filed. Closed. (Tacoma.)

No. 1134. City of Spokane vs. Northern Pacific Railway Co. Handling powder. Complainant advised to refer complaint to city. Closed. (Spokane.)

No. 1135. Lewis Stalret et al. vs. Spokane & Inland Empire Railway Co. Station at Steptoe. Company promised to erect. Closed. (Steptoe.)

No. 1136. T. A. Stephens vs. Washington-Oregon Corporation. Sale of tickets on cars. Company agreed to do so. Closed. (Chehalis.)

No. 1137. Chas. R. King vs. City of Charleston. Sewer tax. No jurisdiction. Closed. (Charleston.)

No. 1138. F. M. Allyn vs. Great Northern Railway Co. Dangerous crossing. Crossing eliminated. Closed. (Republic.)

No. 1139. Fred L. Bunge vs. Great Northern Railway Co. Claim for ties. No Jurisdiction. Closed. (Camden.)

No. 1140. Touchet Supply Co. vs. O.-W. R. & N. Co. Delay furnishing cars. Cars provided. Closed. (Touchet.)

No. 1141. Schallinger Produce Co. vs. American Express Co. Loss on cream. Dropped at suggestion of complainant. Closed. (Spokane.)

No. 1142. J. E. Patrick vs. Anderson Steamboat Co. Rates. Pending. (Seattle.)

No. 1143. D. J. Mulholland re formation irrigation district. No jurisdiction. Closed. (Seattle.)

No. 1144. D. O. Transbarger vs. Railroads. Damage to freight. No jurisdiction. Closed. (Corfu.)

No. 1145. Balcom Bartlett Mill Co. vs. Railroads. Car weights. Complaint dropped. Closed. (Snohomish.)

No. 1146. R. E. Hollinger vs. Federal Reclamation Service. Water service. No jurisdiction. Closed. (Okanogan.)

No. 1147. Fred S. Guyot vs. Pacific Tel. & Tel. Co. Phone installation. Phone installed. Closed. (Olympia.)

No. 1148. John Shaughnessy vs. Coal Companies. Sales coal. No jurisdiction. Closed. (Wilkeson.)

No. 1149. In re valuation Seattle-Renton & Southern Railway Co. Unable to make valuation. Closed. (Seattle.)

No. 1150. Lynn C. Wright vs. Puget Sound Traction, Light & Power Co. Motor service. Complaint not justified. Closed. (Lynden.)

No. 1151. Citizens of Milan vs. Puget Sound Electric. Stopping cars. Complainant advised to file formal complaint, which he failed to do. Closed. (Milton.)

No. 1152. Edmonds Independent Tel. Co. vs. Great Northern Railway Co. Pay for phone. No jurisdiction. Closed. (Edmonds.)

No. 1153. Postal Tel. & Tel. Co. vs. Pacific Tel. & Tel. Co. Advertising Western Union on Directory. Company promised to discontinue same. Closed. (Seattle.)

No. 1154. North Pacific Fruit Distributors vs. Chicago, Milwaukee & Puget Sound Railway Co. Rates on fruit. Formal complaint necessary. None filed. Closed.

No. 1156. Raymond Light & Water Co. Refund water rates. No jurisdiction. Closed. (Raymond.)

No. 1157. P. J. Fransloli & Co. vs. Great Northern Railway Co. Diversion cars. Not followed up. Closed. (Seattle.)

No. 1158. Spokane Residents vs. Washington Water Power Co. Service. Complainants advised that jurisdiction was doubtful. No formal complaint. Closed. (Spokane.)

No. 1159. F. F. Gray vs. Cowychee Telephone Co. Excessive phone rates. Pending. (Cowychee.)

No. 1160. Elerath & Wood vs. Great Northern Express Co. Claim for damage. No jurisdiction. Closed. (Seattle.)

No. 1161. F. E. Kilbourne vs. Willapa Electric Co. Lighting service. Service given. Closed. (South Bend.)

No. 1162. Ethan Emmons vs. Sunset Telephone & Telegraph Co. Rates. Complaint not well founded. Closed.

No. 1163. Larchmont Improvement Co. vs. Tacoma Railway & Power Co. Fares Puyallup line. Pending.

No. 1164. Lindsley Bros. Co. vs. Great Northern Railway Co. Abandonment old Boundary Spur. Permission granted by Commission in 1910 to remove spur track. Closed. (Spokane.)

No. 1165. H. B. Henley vs. O.-W. R. & N. Co. Car shortage. Complaint not justified. Closed. (Pomeroy.)

No. 1166. C. P. Goemmer vs. Pacific Tel. & Tel. Co. Cancellation charge. No reply from complainant. Closed. (Seattle.)

No. 1167. Markham Shingle Co. vs. Northern Pacific Railway Company. Car shortage. Investigation showed shortage due to wreck. Condition remedied. Closed.

No. 1168. W. L. Jackson vs. City of Ellensburg. Water service. No jurisdiction. Closed. (Ellensburg.)

No. 1169. Eatonville Lumber Co. vs. Great Northern & Tacoma Eastern. Overcharge logging engine. Dropped by complainant. Closed. (Eatonville.)

No. 1170. Residents vs. Oregon-Washington Railway & Navigation Co. Train service. Pending. (Dishman.)

No. 1171. C. O. Williams vs. Spokane, Portland & Seattle Railway Co. Rates on wood. Complainant satisfied. Closed. (Edgewater.)

No. 1172. J. A. Shelkey vs. Everett Water Co. Rates. Pending. (Everett.)

No. 1173. Ford's Prairie Coal Co. vs. Olympia Southern Railroad Co. Crossing. Transferred to formal hearing. (Centralia.)

No. 1174. Interlaken Fuel Co. vs. Northern Pacific Railway Co. Refund. Pending. (Seattle.)

No. 1175. Pacific Fruit & Produce Co. vs. Northern Pacific Railway Co. Refund. Declined to entertain complaint. Closed. (Portland.)

No. 1176. Campbell & Campbell vs. Pacific Telephone & Telegraph Co. Rates. Formal complaint necessary. None filed. Closed. (Tenino.)

No. 1177. W. T. Kennedy vs. Garrison, Fisher Company. Rates. Pending. (Bremerton.)

No. 1178. Standard Oil Co. vs. Oregon Railway & Navigation Co. Refund. Not justified. Closed. (San Francisco.)

No. 1179. H. Anderson vs. Columbia River & Okanogan Steamboat Co. Rates. Rate charged according to tariff on file. Closed. (Spokane.)

No. 1180. Citizens vs. Pacific Northwest Traction Co. Shelter station. One provided. Closed. (North Park.)

No. 1181. Chas. H. Miller vs. Seattle Lighting Co. Service. Desired service rendered. Closed. (Seattle.)

No. 1182. L. D. Crowe vs. Northern Pacific Railway Co. Weighing cars. Files referred to Grain Inspector. (Spokane.)

No. 1183. A. S. Brown vs. Anderson Steamboat Co. Fares. Pending. (Seattle.)

No. 1184. R. Cooper Willis vs. Puget Sound Traction, Light & Power Co. Street car service. Transferred to formal hearing. (Seattle.)

No. 1185. Pacific Coast Biscuit Co. vs. Northern Pacific Railway Co. Interest on overcharge. Interstate. Closed. (Portland.)

No. 1186. J. M. Brewster vs. Anderson Steamboat Co. Rates. Pending. (Seattle.)

No. 1187. Tom B. Walker vs. Pacific States Telegraph & Telephone Co. Phone deposit. Pending. (Spokane.)

No. 1188. State Treasurer vs. Pacific Tel. & Tel. Co. Rates, Rates charged according to tariff. (Olympia.)

No. 1189. Van Horn Shingle Co. vs. Railways. Loss in shingles. Pending. (Van Horn.)

No. 1190. Chas. E. Kingston vs. Northern Pacific Railway Co. Dangerous crossing. Pending. (Selah.)

No. 1191. Kerr Gifford & Co. vs. Railways. Switching rates. Pending. (Tacoma.)

No. 1192. William J. Iliffe vs. Western Union Tel. Co. Missent message. Matter amicably adjusted between complainant and company. Closed. (Toppenish.)

No. 1193. Irving E. de Ray vs. Seattle Lighting Co. Extension gas mains. Pending. (Seattle.)

No. 1194. Commercial Club vs. Kent & Renton Telephone Co. Increased rates. Pending. (Kent.)

No. 1195. Harry E. Wilson vs. Inland Navigation Company. Row-boat landing. No jurisdiction. Closed. (Seattle.)

No. 1196. Mitchell Lewis Staver Co. vs. Oregon-Washington Railway & Navigation Co. Excessive rates. Pending. (Portland.)

No. 1197. Alex Hamilton vs. Oregon-Washington Railway & Navigation Co. Live stock shipments. Interstate. No jurisdiction. Closed. (Goldendale.)

No. 1198. J. O. Drury vs. Spokane, Portland & Seattle Railway Co. Rate on household goods. Complainant did not supply data. Closed. (Camas.)

No. 1199. F. S. Fribley vs. Grays Harbor Railway & Light Co. Violation new electric construction law. Pending. (Aberdeen.)

No. 1200. Edward H. Todd vs. Pacific Telephone & Telegraph Co. Reduced rates for ministers. Pending. (Tacoma.)

No. 1201. Strabel & Glancey Mercantile Co. vs. Oregon-Washington Railway & Navigation Company. Loss of live stock. No jurisdiction. Closed. (Elma.)

No. 1202. H. M. Dexter vs. Pacific Telephone & Telegraph Co. Phone removal charges. Closed. Pending valuation. (Colville.)

No. 1203. P. P. Holcomb vs. Great Northern Railway Co. Reduced rates apples. Pending. (Wenatchee.)

No. 1204. H. C. Camp vs. City. To compel light service. No jurisdiction over city plants. Closed. (Centralia.)

No. 1205. W. E. Reynolds vs. Phillip Miller Irrigation Ditch. Insufficient water. No jurisdiction to change irrigation contracts. Closed. (Wenatchee.)

No. 1206. Town of South Cle Elum vs. City of Cle Elum. Water rates. No jurisdiction, system municipal. Closed. (Cle Elum.)

No. 1207. C. F. Pack vs. Oregon-Washington Railway & Navigation Co. Overcharge baggage. Interstate. No jurisdiction. Closed. (Kellogg, Idaho.)

No. 1208. G. M. Bushnell vs. Union Mills. Freight service. Not common carrier. Closed. (Olympia.)

No. 1209. W. M. Dee vs. Spokane Falls Gas Light Co. Overcharge. Refund made. Closed. (Spokane.)

No. 1210. Dan F. North vs. Puget Sound Traction, Light & Power Company. Interest on deposits. Company directed to pay interest as provided in rules. Closed. (Bellingham.)

No. 1211. General Package Mfg. Co. vs. Northern Pacific Railway Co. Refund. No special order necessary to permit same. Closed. (Aberdeen.)

No. 1212. J. W. Stewart vs. Northern Pacific Railway Co. Fencing right-of-way. Pending. (Vancouver.)

No. 1213. Washington Coal & Mining Co. vs. Eastern Railway & Lumber Co. Rates on coal. Pending. (Centralia.)

No. 1214. E. H. Nixon vs. Pacific Power & Light Co. Service. Complainant advised to take alleged franchise violation up with city authorities. Pending. (Walla Walla.)

No. 1215. Pacific Coast Biscuit Co. vs. Northern Pacific Railway Co. Overcharge. Pending. (Portland.)

No. 1216. Everett Pulp & Paper Co. vs. Great Northern Ry. Co. Overcharge wood. Refund denied. Closed. (Everett.)

No. 1217. Citizens vs. Northern Pacific Railway Co. New station building. Pending. (Malone.)

No. 1218. O. F. Bicknell vs. Northern Pacific Railway Co. Storage baggage. Charge cancelled. Closed. (Union Mills.)

No. 1219. Olaf Walker vs. Northern Pacific Railway Co. Station at Grand Mound. Pending.

No. 1220. H. P. Allen vs. White Salmon Water Co. Rates. Pending. (Hood River, Ore.)

No. 1221. Little Falls Water Co. vs. Town of Vader. Water rent claim. No jurisdiction. Closed. (Vader.)

No. 1222. Chas. Riedel vs. Peoples' Theater. Dangerous condition of building. No jurisdiction. Closed. (Vader.)

No. 1223. Same as 1221.

No. 1224. E. E. Parker vs. City of Chewelah. Electric service. No jurisdiction. Municipal plant. Closed. (Chewelah.)

No. 1225. H. E. Marshall vs. Inland Navigation Co. Refund on baggage. Pending. (Seattle.)

No. 1226. Conner & Howard vs. Great Northern Railway Co. Freight train service. Pending. (Lyman.)

No. 1227. L. M. Root vs. Northern Pacific Railway Co. Blocking crossing. Orders to keep crossings open. Closed.

No. 1228. Hazelton-Fleming Co. vs. Everett Gas Co. Overcharge. Correct tariff rates charged. Closed. (Monroe.)

No. 1229. V. B. Rutledge vs. Puget Sound Traction, Light & Power Co. Meter deposit. Permitted under rules. Closed. (Kent.)

No. 1230. James McConahey vs. Idaho & Washington Northern Railway Co. Overcharge fare. Pending. (Spokane.)

No. 1231. W. F. Baker vs. Pacific Telephone & Telegraph Co. Installation of telephone. Pending. (Seattle.)

No. 1232. Consolidated with 1191.

No. 1233. Jefferson County Logging Co. vs. Northern Pacific Railway Co. Excess freight charge. Pending.

No. 1234. Lowry Investment Co. vs. Seattle Lighting Co. Discount on gas bill. Pending. (Seattle.)

No. 1235. Far West Clay Co. vs. Chicago, Milwaukee & St. Paul—Tacoma Eastern. Switching rates. Pending. (Tacoma.)

No. 1236. Mrs. Orinda Galligan vs. National Mercantile Co. Information as to responsibility of company. No jurisdiction. Closed. (Everett.)

No. 1237. F. Schultz vs. Northern Pacific Railway Co. Damages, killing pigs. No jurisdiction. Closed.

No. 1238. Russell Ratcliffe vs. Washington Water Power Co. Transfers. According to tariff. Closed. (Spokane.)

No. 1239. Resolution re accident reports from all Public Service Companies.

No. 1240. R. E. Dyar vs. Great Northern Express Co. Delivery charges. Pending. (Kiesling.)

No. 1241. G. A. Street vs. Spokane, Portland & Seattle Railway Co. Station. (Rodna.)

No. 1242. Howard C. Sihler vs. Tacoma Gas Co. Disconnecting charge. Pending. (Tacoma.)

**OPINIONS RENDERED BY THE ATTORNEY
GENERAL TO THE PUBLIC SERVICE
COMMISSION FOR THE PERIOD
ENDING NOVEMBER 30, 1913.**

**EXTENDING CREDIT TO SHIPPERS AND DENYING IT TO OTHERS
NOT PROHIBITED.**

OLYMPIA, WN., November 18, 1912.

The Public Service Commission of Washington:

DEAR SIRs: You have requested an opinion upon the question propounded in a letter from the Kitsap County Transportation Company, reading as follows:

"Kindly advise us if the extension of credit to certain people on our routes is not technically a violation of the Public Service Act. We give credit to certain parties for a period of thirty to sixty days while other people have to prepay their freight. As this company has no desire, or intention to violate the law we would like a tentative ruling on the subject."

The practice of extending credit to some shippers and denying it to others is not violative of any provision of The Public Service Commission law unless it be section 21, reading as follows:

"No common carrier shall make or give any undue or unreasonable preference or advantage to any person or corporation or to any locality or to any particular description of traffic in any respect whatsoever, or subject any particular person or corporation or locality or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever."

Section 21 of our Public Service Commission law is practically identical with section 3 of the Interstate Commerce Act, which was construed by the Circuit Court of Appeals of the Eighth Circuit in *Gamble-Robinson Commission Co. v. Chicago & N. W. Ry. Co.*, 168 Fed. 161, and held not to prohibit a common carrier from extending credit to some shippers while denying credit to others. In that decision it is said:

"The question therefore is, did the defendant subject the plaintiff to any undue or unreasonable prejudice or disadvantage by requiring it to prepay the charges on its freight while the carrier customarily transported freight for others similarly situated without such prepayment? The defendant had the right under the common law to demand prepayment of its charges of the plaintiff and to grant credit to others for similar charges. It had the same right in this regard that every merchant, every man, and every corporation has to grant credit to one or to all but one, and to refuse it to others or to him. There was nothing unjust or morally wrong in the exercises of this right, because the plaintiff had no moral right to the extension of credit, and justice did not require that the defendant should grant to the plaintiff the same credit that it extended to others."

"The interstate commerce act did not expressly deprive the defendant of this right or make its exercise unlawful; so far as its express provisions are concerned, it left the right and its exercise among those which the Supreme Court declared that carriers were free to exercise and to manage upon 'the same principles which are regarded as sound, and adopted in other trades and pursuits.'"

The same rule is stated by Wyman in his work on Public Service Corporations, Vol. I, section 435.

We think that section 21 of our statute should be given the same construction as has been given to section 3 of the Interstate Commerce Act in the decision above quoted and that the practice mentioned does not amount to an undue and unreasonable preference prohibited by the Public Service Commission law.

Yours truly,
STEPHEN V. CAREY,
Assistant Attorney General.

RATES COLLECTED NOT INHERENTLY UNJUST OR UNREASONABLE NEED NOT BE REFUNDED.

OLYMPIA, WN., December 16, 1912.

The Public Service Commission of Washington:

DEAR SIRS: Under date of December 7th, 1912, you requested an opinion upon the following state of facts:

On May 15th, 1907, the Puget Sound Electric Railway Company reissued its freight tariff naming rates between Seattle and Tacoma and between Seattle, Tacoma and intermediate points. The tariff contained many rates that were lower between Seattle and Tacoma than those applying from Seattle or Tacoma to intermediate points, the apparent reason for the lower through rates being that between the two terminal cities there existed water competition that did not exist at the intermediate points. The tariff contains the following provision:

"The commodity rates named from Tacoma to Seattle will apply in both directions. Rates named from Tacoma to Seattle will not apply to intermediate points."

No application was made to the commission for permission to charge a greater compensation for the shorter than for the longer haul. Claims have been made for refund of overcharges on shipments moving from Seattle and Tacoma to Kent between February 20, 1911, and June 9, 1911.

In explanation, the manager of the Puget Sound Electric Railway Company in a letter to the commission dated November 15th, 1912, says:

"The Coast Freight Adjustment Bureau bases the claim on the fact that we have not made an application for a release from the long and short haul clause. We do not claim that we made any application for release from the long and short haul clause, and did not consider it was necessary for us to do so, only in case of filing future rates, as we took it for granted all rates in effect prior to that date had the consent of the State Railway Commission or The Public Service Commission. We certainly did not consider it necessary to make application for release for rates in our tariff No. 2 as they have been in effect ever since the tariffs were filed and no exceptions taken to rates quoted therein by the State Railway Commission or The Public Service Commission."

We interpret this to mean that the rates now in question were in effect before the carrier was made subject to the jurisdiction of the commission and have been carried forward from time to time as the freight tariffs have been reissued.

You ask to be advised, First, if the collection of a greater charge for a shorter than for a longer haul under these circumstances is a violation of either the former Railroad Commission law (Chap. 81, Laws of 1905 as amended by Chap. 226, Laws of 1907) or the present Public Service Commission law (Chap. 117, Laws 1911); and, Second, whether the commission now, on the application of the Puget Sound Electric Railway Company, has power to make a retroactive order protecting the higher charges to intermediate points already collected.

The original railroad commission Act (Chap. 81, Laws of 1905) contained the following provision commonly known as the long and short haul clause:

"It shall be unjust discrimination for any railroad or express company subject hereto to charge or receive any greater compensation in the aggregate for the transportation of like kind of property or passengers for a shorter than for a longer distance over the same line: Provided, That upon application to the commission any railroad or express company may in special cases, to prevent manifest injury, be authorized by the commission to charge less for longer than for shorter distances for transporting persons and property, and the commission shall from time to time prescribe the extent to which such designated railroad or express company may be relieved from the operation of this provision: Provided, That no manifest injustice shall be imposed upon any citizen at intermediate points." (Subdivision c, Sec. 15, Chap. 81, Laws of 1905.)

This subdivision was carried forward into the amending Act of 1907 (Chap. 226, Laws of 1907) without modification. On June 8, 1911,

the railroad commission laws above referred to were superseded by the present Public Service Commission law (Chap. 117, Laws 1911), section 22 of which reads as follows:

"No common carrier, subject to the provisions of this act, shall charge or receive any greater compensation in the aggregate for the transportation of persons or of a like kind of property, for a shorter than for a longer distance over the same line in the same direction, the shorter being included within the longer distance, or to charge any greater compensation as a through rate than the aggregate of the intermediate rates, subject to the provisions of this act; but this shall not be construed as authorizing any such common carrier to charge and receive as great a compensation for a shorter as for a longer distance or haul. Upon application of a common carrier the commission may by order authorize it to charge less for a longer than for a shorter distance for the transportation of persons or property in special cases after investigation by the commission, but the order must specify and prescribe the extent to which the common carrier making such application is relieved from the operation of this section, and only to the extent so specified and prescribed shall any common carrier be relieved from the operation and requirements of this section."

These provisions are derived from the corresponding provisions of the Federal Act to Regulate Commerce. The original fourth section (Long and short haul clause) of the Federal Act provided that no greater charge should be made for a shorter than for a longer haul "under substantially the same circumstances and conditions." The phrase "under substantially the same circumstances and conditions" was construed by the Supreme Court of the United States to authorize the carrier in the first instance to determine for itself whether or not circumstances and conditions were substantially similar or dissimilar and if dissimilar, the carrier might charge a greater compensation for the shorter than for the longer haul, providing that charges for all hauls, both long and short, were in themselves just and reasonable. Under this construction of the long and short haul clause of the Federal Act, it was not necessary for a carrier to apply to the Interstate Commerce Commission for permission to make long haul rates between water competitive points lower than short haul rates to intermediate points not enjoying water competition. The fourth section (long and short haul clause) of the Federal Act was amended June 18, 1910, the expression, "under substantially the same circumstances and conditions," being eliminated, and it was provided that in all instances a carrier desiring to charge more for a shorter than for a longer haul must first obtain permission to do so from the Interstate Commerce Commission, except as to rates lawfully existing at the time of the passage of the amendatory Act. As to such existing rates, the carriers were required to make applications for relief from the long and short haul clause prior to the expiration of six months after the passage of the amendatory Act.

In comparing the long and short haul clauses of our several Acts with the corresponding section of the Federal Act to Regulate Commerce, it is noticeable that the phrase, "under substantially the same circumstances and conditions," has never been incorporated in our laws, and it is also noticeable that our Acts have not contained any proviso saving existing rates lower for the longer than for the shorter haul which were lawful prior to the taking effect of our statutes. We are of the opinion that as soon as the long and short haul clause of our original railroad commission law (Chap. 81, Laws 1905) became effective, existing rates of carriers subject to that Act which did not conform to its provisions immediately became unlawful unless the commission on the application of the carrier authorized their continuance. The fact that such rates may have been in force prior to the taking effect of the statute would not relieve the carrier from the necessity of making application to the commission. The long and short haul clauses of our several Acts have been continuously in effect in substantially the same form, so far as they affect the facts of the

present case, since the taking effect of Chapter 81, Laws of 1905. They have been applicable to electric railways as the Puget Sound Electric Railway, since the taking effect of the amending Act of 1907 on March 16, 1907, prior to the reissue of that company's tariff on May 15, 1907. Consequently, the rates of the Puget Sound Electric Railway Company which have not conformed to the long and short haul clause, have been illegal since March 16, 1907, unless expressly authorized by the commission.

In reply to your second question, whether the commission now has power to issue a retroactive order protecting the higher charges collected in the past, we have to advise that there is no provision either in the present law or in the prior laws expressly conferring that power upon the commission. From a consideration of the purposes of these Acts and all their provisions, we are of the opinion that no such power can be fairly implied. All statutes, and orders having the effect of statutes, are to be given a prospective and not a retroactive effect, unless a contrary legislative intent clearly appears expressly or by necessary implication.

The commission, of course, has power, if the facts warrant such action, to now approve of the tariffs in question so that their application will be legal in the future.

It seems to us that the question of these overcharges is to be determined under the provisions of section 91 of the present Public Service Commission law (Chap. 117, Laws of 1911) which reads as follows:

"When complaint has been made to the commission concerning the reasonableness of any rate, fare, toll, rental or charge for any service performed by any public service company, and the same has been investigated by the commission, and the commission shall determine that the public service company has charged an excessive or exorbitant amount for such service, the commission may order that the public service company pay to the complainant the amount of the overcharge so found, with interest from the date of collection. * * *"

This is the only section of the statute covering the question of overcharges, and it will be noticed that it provides that the commission may order that overcharges shall be refunded when, after investigation, it has been found that the carrier or other public service company has charged an *excessive or exorbitant* amount for a service rendered. This section vests in the commission some discretion in the matter of ordering the repayment of overcharges, and the commission is not absolutely bound to require a carrier to refund all sums that may have been collected under tariffs irregularly published. The commission in passing upon application for refunds, may consider whether the rates actually collected were inherently unjust and unreasonable, or, to put it in the language of the statute, whether the rates charged were excessive or exorbitant. If the commission finds that the rates actually collected were not in fact inherently excessive or exorbitant, it is not bound to require repayment even though it be found that they were irregularly carried in the tariffs.

Yours truly,

STEPHEN V. CAREY,

Assistant Attorney General.

JURISDICTION OVER ELECTRIC POWER COMPANIES.

OLYMPIA, Wn., January 9, 1913.

The Public Service Commission of Washington:

DEAR SIR: You have requested an opinion of the Attorney General upon the following facts:

The Spokane & Inland Empire Railroad Company operates an electric railway system from Spokane through the so-called Palouse

Country and sells electric power to numerous persons along its route to be used for irrigation and similar purposes. One of the consumers complained to the Commission concerning his rates and service and the commission found on investigation that the company had filed no tariff showing its power rates. Inquiry was made of the company concerning this supposed failure to comply with the requirements of the Public Service Commission law, and in reply to the commission's inquiry the counsel for the company wrote a letter reading as follows:

"Replying to yours of the 13th inst. requiring the Spokane & Inland Empire Railroad Company to file with the commission tariffs and copies of contracts for electric and power service, would say that the company is not, so far as its power business is concerned, engaged in a public service business. The power which it sells is furnished to private consumers for their private needs, and under the decision in the White River Power Company case, the business is entirely a private business. This being true, that portion of its business does not fall within the jurisdiction of The Public Service Commission. Since it is not engaged in the public service business with respect to its power service, it has never made any tariffs, and, of course, has not filed its contracts, which are private contracts, with the commission."

You ask to be advised as to the jurisdiction of your commission over electric power rates, service, etc., in view of the objection made in the letter quoted.

Section 8 of the Public Service Commission law (Chap. 117, Laws 1911) contains the following definitions:

"The term 'electric plant,' when used in this act, includes all real estate, fixtures and personal property operated, owned, used or to be used for or in connection with or to facilitate the generation, transmission, distribution, sale or furnishing of electricity for light, heat, or power for hire; and any conduits, ducts or other devices, materials, apparatus or property for containing, holding or carrying conductors used or to be used for the transmission of electricity for light, heat or power."

"The term 'electrical company,' when used in this act, includes any corporation, company, association, joint stock association, partnership and person, their lessees, trustees or receivers appointed by any court whatsoever (other than a railroad or street railroad company generating electricity solely for railroad or street railroad purposes or for the use of its tenants and not for sale to others), and every city or town owning, operating or managing any electric plant for hire within this state."

Other portions of the law, and particularly Articles III and IV, provide in detail for the regulation and supervision of electric plants and electrical companies, treating all such plants and companies as engaged in a public service with respect to their entire business, including the furnishing of power to private consumers.

The objection made directly challenges the constitutionality of the Public Service Commission law in so far as it purports to subject to the jurisdiction of the commission the business of electrical companies in furnishing power for what are designated commercial uses as distinguished from the business of furnishing electrical power for use in operating street railways and for municipal lighting.

The "White River Power Case" cited in the letter quoted is, *State ex rel. Tacoma Industrial Company v. White River Power Company*, 39 Wash. 648.

The other decisions of the Supreme Court of this State bearing on the question are:

State ex rel. Harlan v. Centralia-Chehalis Electric Ry. & Power Co., 42 Wash. 632.

State ex rel. Harris v. Superior Court, 42 Wash. 660.

State ex rel. Harris v. Olympia Lt. & Pr. Co., 46 Wash. 511.

State ex rel. Tolt Power & Transportation Co. v. Superior Court, 50 Wash. 13.

State ex rel. Shropshire v. Superior Court, 51 Wash. 386.

State ex rel. Dominic v. Superior Court, 52 Wash. 196.

City of Tacoma v. Nisqually Power Co., 57 Wash. 420.

A review of the cases in some detail is necessary to a clear understanding of the law relative to the question submitted.

State ex rel. Tacoma Industrial Co. v. White River Power Co., 39 Wash., p. 648, was an action to condemn certain water rights for the

purpose of establishing a hydro-electric plant, the product of which the condemning party intended to sell generally in the market for any purpose to which the purchasers might see fit to devote it. The condemnation proceeding was resisted on the ground that the use of electric power for commercial uses was not a public use and that, consequently, the power of eminent domain could not be exercised in aid of the enterprise. The Supreme Court sustained this contention after an exhaustive review of the authorities on the subject. In concluding its opinion the court says:

"From a full review of all the authorities, we are convinced that the respondent is not a public service corporation, and that the use to which it intends to apply the property it now seeks to acquire is not a public use, within the meaning of the constitution and laws of this state. We do not mean to say that the right of eminent domain can, in no case, be extended to a corporation organized for the purpose of generating and transmitting electricity for power and other purposes. But before this can be done, public necessity must require it, and the right of the public to the use and enjoyment of the property must be regulated, guaranteed and safeguarded by proper legislation."

State ex rel. Harlan v. Power Company, 42 Wash. 632, was a condemnation proceeding in which the condemning party sought to acquire certain water rights for the purpose of generating electricity to be used in operating a street railway system. The use of electric power for this purpose was held to be a public use, and the railway company was permitted to acquire the property by condemnation.

State ex rel. Harris v. Superior Court, 42 Wash. 660, was a condemnation proceeding brought to acquire water rights for the purpose of generating electricity to be used in operating a street railway system and a public lighting plant and also to be sold to the public generally. The court held that the use of electric power to operate street railways and for municipal lighting was a public use but denied that the generation of power to be sold generally in the market was a public use. The condemning party was not permitted to proceed with this action.

State ex rel. Harris v. Olympia Light & Power Co., 46 Wash. 511. This is the same action involved in the opinion last cited. After the decision in the case just mentioned, the condemning party amended its petition by which it confined itself to the right to use the power which it proposed to generate for the operation of its street railway line and for municipal lighting purposes only. The Supreme Court held that the amended petition avoided the objections stated in the preceding case and permitted the property to be condemned for the limited uses stated in the amended petition.

State ex rel. Tolt Power Co. v. Superior Court, 50 Wash. 13. In this case the appealing party asked the court to overrule its decision in *State ex rel. Tacoma Industrial Co. v. White River Power Co.*, 39 Wash. 648, and in *State ex rel. Harris v. Superior Court*, 42 Wash. 660, but the court said that the conclusions therein announced were reached only after extended argument and full consideration and refused to review or reconsider the questions therein decided.

State ex rel. Shropshire v. Superior Court, 51 Wash. 386, was an action to condemn certain lands and water rights for the purpose of building a water system to supply the city of Raymond. After discussing other questions, the court says: (Page 393)

"It is next argued by the claimant that condemnation should be denied to the respondent, for the reason that some of the declared objects of respondent's organization as hereinbefore stated are purely private in their nature and call for furnishing water to private persons and corporations for private purposes only. The principal argument upon this point is to the effect that the respondent proposes to furnish water to private persons and corporations to be used in boilers to generate steam for sawmills and shingle mills for the manufacture of lumber and shingles. It is contended by the claimant that such a use of the water would be private within the following decisions of this court: *Healy Lumber Co. v. Morris*, 33 Wash. 400; *State ex rel. Tacoma Industrial*

Co. v. White River Power Co., 39 Wash. 648. In this view of claimant's counsel we concur. The respondent argues that such a use is domestic, and that it comes within the ordinary classification of furnishing water to 'the inhabitants' of the city. It is urged that, when water is furnished to a mill proprietor, it is furnished to an inhabitant for his use just as in the case of furnishing to a home, and that the use is domestic and public in one case as much as in the other. Respondent says that water supplied in the manner indicated is not delivered for the use of motors or directly for power purposes. We are unable to make such a distinction. If the water is delivered for the avowed and understood purpose of supplying boilers in order to generate steam for the power purposes of private manufacturing concerns, we think such delivery is for a private purpose."

After the decision of *State ex rel. Tacoma Industrial Co. v. White River Power Co.*, 39 Wash. 648, the Legislature passed the act of March 13, 1907 (Chap. 159, Laws 1907) entitled, "An Act relating to the exercise of the power of eminent domain by corporations generating and transmitting electricity and using and selling the same for light and power." This act makes provision for the exercise of the power of eminent domain in aid of the generation of electric power to operate street railways and for municipal lighting and provides for the sale of surplus power for so-called private and commercial uses within certain stated limitations.

State ex rel. Dominick v. Superior Court, 52 Wash. 196, was an action to condemn the same property involved in the White River Power Company case, 39 Wash. 648. The court held that the use of water power for the purpose of generating electricity to be sold to third persons and corporations for municipal and public lighting and for the operation of common carrying railroads, is a public use, and the power of eminent domain may be exercised in aid of an enterprise of that character. In this case the court quotes the Act of March 13, 1907 (Chap. 159, Laws 1907) and concerning it says:

"It is questionable whether the Legislature intended by this act to merely enlarge or extend the uses that might be made of electricity generated for public purposes and not needed therefor, or whether it intended to enlarge the power of eminent domain itself. If the former was intended, the act would seem to be entirely free from constitutional objection, while in the latter case the validity of the act would be very questionable, under previous rulings of this court. But we do not feel called upon to determine that question in this case, for it does not appear that the respondent is attempting to acquire any property by virtue of the provisions of the act of 1907. It simply seeks to avail itself of the provisions of that act in order that it may use electricity generated for public purposes and not needed therefor, in the manner therein provided. If we should hold that the respondent could not use its surplus product in that way, such ruling would have no effect upon its right to condemn for public purposes. To what extent a public service corporation may use electricity generated for public purposes, for purposes heretofore denominated private, under the provisions of the act of 1907, or whether it can acquire property by condemnation to generate electricity to be disposed of under the provisions of that act, independent of its necessities as a public service corporation, can best be determined when some case is presented involving that concrete question."

State ex rel. Tacoma v. Nisqually Power Co., 57 Wash. 420, was an action brought to acquire certain water power by condemnation. The statute under which the proceeding was brought purported to authorize the condemnation of property for electric power purposes, *public and private*. The Supreme Court held that the city could not take property by condemnation for strictly private uses, but permitted the property to be condemned for the public uses to which the city was authorized to devote it. The court further held that the sale by the city of off peak power for heating and cooking devices and for running small machines and lathes was so insignificant and incidental to the main public use as not to defeat the right to condemn for the maximum public use required. In this case there is a strong dissenting opinion by Justice Rudkin who wrote the prevailing opinion of the court in the White River Power case, 39 Wash. 648.

It will be noticed that all the cases discussed are eminent domain proceedings. The decisions are pertinent, however, for the reason that if a particular use is a public use, the right of eminent domain may be exercised in aid of it and the business being public is subject to public regulation. On the other hand if a particular use is not public the power of eminent domain may not be exercised in aid of it and the business being private is ordinarily not subject to regulation.

Considering only the decisions of our Supreme Court as they now stand, they unquestionably hold that the use of electric power for purposes other than for the operation of railroads, street railroads and for municipal lighting, is a private use.

In the White River Power case, 39 Wash. 648, the Supreme Court denied the public character of the enterprise, in part at least, because the right of the public to the use and enjoyment of the property was not "regulated, guaranteed and safeguarded by proper legislation." We now have the act of March 13, 1907, (Chap. 159, Laws 1907), and The Public Service Commission law (Chap. 117, Laws 1911) and if the enactment of legislation can change the situation, that objection of the Supreme Court has been met.

In view of this recent legislation, and particularly in view of the enormous development and expansion of the power business in this state within the past few years, we are unable to forecast what might be the decision of the Supreme Court if again called upon to consider the subject. A public use is not a fixed and stationary thing. With changing conditions, uses once considered public are now considered private and uses once considered private are now considered public. Whether or not the time has arrived for the Supreme Court of our state to change its views on the power question no one can tell in the absence of a decision by the court. On this subject Professor Wyman in his work on Public Service Corporations, Section 60, says:

"It is difficult to say, as the authorities stand at the present moment, whether the transmission of electric energy to be utilized as power is public in character or not."

And in Section 114 of the same work the author says:

"The supplying of electric energy for power purposes, however, has not yet been universally recognized as a public service, although it seems that there can be no real doubt as to the final outcome. It may be admitted that those cases which hold that electric power development is not a public employment when its proprietors do not undertake to serve the public indiscriminately are correct. Distinguishing these cases thus, the cases which deny that the supply of electricity for power is public in character are in distinct minority."

If the objection made by the counsel for the power company is sustained by the commission, it must undertake to declare unconstitutional an important enactment of the legislature which it was created to administer and enforce. Even the courts are always reluctant to declare a legislative enactment unconstitutional, and will not do so without a strong and earnest conviction divested of all reasonable doubt. (Judge Dunbar, in *Ahlin v. Territory*, 1 Wash. 159.)

In our opinion, it is the duty of the commission to assume that the Public Service Commission law is constitutional in all its provisions until the Supreme Court declares to the contrary, and it is your duty to take jurisdiction of the complaint.

It appears that the power of eminent domain has actually been exercised in aid of the identical power plant by means of which the Spokane & Inland Empire Railroad Company generates at least part of the power which it uses and sells. (*Inland Empire R. Co. v. McKinley*, 48 Wash. 675.)

Yours truly,
STEPHEN V. CAREY,
Assistant Attorney General.

USE OF A LOADING SPUR.

OLYMPIA, WN., April 22, 1913.

The Public Service Commission of Washington:

DEAR SIRs: You have requested an opinion upon the following facts:

The Lewis River Tie & Lumber Mills Association under date of April 2, 1913, wrote to the Commission as follows:

"The O.-W. R. & N. built a sidetrack at Ridgefield, Washington from and connecting with the Northern Pacific track to the river bank for the purpose of receiving railway ties delivered to them at such track. We have been delivering ties to them at that point and have had opportunities of selling ties to other parties to be loaded on said track and to be shipped over the Great Northern and Northern Pacific roads. They refuse to allow any ties to be loaded there other than for themselves, on the ground that the said track is exclusively their own and was put in solely for their own accommodation. Will you please advise us whether under the laws of Washington we could make shipments of ties or lumber from that track, and if they would be obliged to allow the Great Northern or Northern Pacific to set cars on the said track, and if so, on what basis they could charge for the use of it."

The above letter was referred to the Oregon-Washington Railroad & Navigation Company, and in reply thereto that company stated its position in a telegraphic message to the Commission, reading as follows:

"Track mentioned in your letter of 14th in Lewis River Timber Company matter at Ridgefield is track that was constructed on private property of this company for its own use in handling company materials and for storage purposes and we have and do decline to furnish same for loading purposes for Great Northern or Northern Pacific."

The facts relative to this situation are not as clear as it would be desirable to have them for the purpose of rendering an opinion. For instance, it is open to question just what is meant by the statement that the track "was constructed on private property of this company" and what bearing that might have upon the legal rights of the carrier and shipper. Ordinarily, all railroad tracks are constructed on property that is private to the extent that the legal title thereto is vested in the company, but this usually does not exclude the public from the right to demand service over tracks constructed on such property.

For the purpose of this opinion and in the absence of facts more specific than those appearing in the correspondence set out, we assume that this spur track was constructed by the company as a part of its general railroad system and upon land which it holds for railroad uses. If this be true, we think the railroad company cannot refuse the reasonable use of the spur to a shipper, where it is not furnishing other accessible facilities by which the shipper can get his products to market. The fact that the motive of the railway company in originally constructing this spur was to provide facilities for handling its own material would not necessarily exclude the public from its use. A railroad cannot unduly prefer itself or another carrier to the shipping public.

The telegraphic message quoted concludes with this statement: "We have and do decline to furnish same (the spur) for loading purposes for Great Northern or Northern Pacific." It might be inferred from this that the company is willing to permit the use of this spur for the loading of ties to be shipped to consignees at points on its own line, although the contrary appears to be stated in the letter of the timber company, wherein it is said, "They refuse to allow any ties to be loaded there other than for themselves."

The main line with which this spur is connected is used jointly by the three roads, Northern Pacific, Great Northern and Oregon-Washington Railroad & Navigation Company. We are of the opinion that, assuming no other reasonable loading facilities are furnished at the point in question, the shipper can demand the use of the spur to load

ties for shipment to any market in which he desires to sell; but if the market is on the line of the Oregon-Washington Railroad & Navigation Company, that road can justly and legally claim the preference right to haul the traffic. If the points of destination cannot be reached by the O.-W. R. & N., that company cannot close those markets against a shipper by refusing the use of the loading spur on any terms. The basis upon which the spur shall be open for shipments to points on other lines is a matter to be settled primarily by the carriers involved. If one or all arbitrarily refuse to enter into an arrangement for the joint use of the spur, and thereby the public is excluded from its use, the Commission after due hearing may open the spur to the use of the public by the establishment of joint rates or a reasonable switching charge.

As indicated above, a full investigation might disclose additional material facts which would require a modification of the views herein expressed. That there may be no misunderstanding, we wish it clearly understood that this opinion is based upon the facts as we gather them from the correspondence now before us, which, as stated, is quite indefinite.

Respectfully yours,
STEPHEN V. CAREY,
Assistant Attorney General.

INTERCHANGE OF PASSES.

OLYMPIA, WN., July 1, 1913.

The Public Service Commission of Washington:

DEAR SIRS: You have requested an opinion from the Attorney General as to the interpretation to be given Section 18 of the Public Service Commission law (Chapter 117, Laws of 1911), relating to the interchange of passes between common carriers. The portions of that section pertinent to your inquiry are as follows:

"No common carrier shall, directly or indirectly, issue or give, any free ticket, free pass or free or reduced transportation for passengers, between points within this state * * * Provided, That this provision shall not be construed to prohibit the interchange of passes for the officers, attorneys, agents and employees and their families, of railroad companies, steamboat companies, express companies and sleeping car companies with other railroad companies, steamboat companies, express companies and sleeping car companies * * *."

The question is, does this proviso permit an exchange of passes between all the carriers therein mentioned, or does it only permit the exchange of passes between carriers of the same kind; that is, railroads with railroads, steamboats with steamboats, etc.

Section 18 is one section of article II of the act which deals with the duties and obligations of common carriers. In section 8 of the act the term "common carrier" is defined as follows:

"The term 'common carrier' when used in this act, includes all railroads, railroad companies, street railroads, street railroad companies, steamboat companies, express companies, car companies, sleeping car companies, freight companies, freight line companies, and every corporation, company, association, joint stock association, partnership and person, their lessees, trustees or receivers appointed by any court whatsoever, and every city or town, owning, operating, managing or controlling any such agency for public use in the conveyance of persons or property for hire within this state."

It is noticeable that the definition of the term "common carrier" comprehends more kinds of companies than are specifically enumerated in the proviso. From a consideration of the several pertinent sections of the act, we are of the opinion that it was the intention of the legislature to permit the exchange of passes between all the carriers mentioned in the proviso. The enumeration was evidently made to exclude from the class of carriers that could mutually exchange passes those included in the definition but not included in the enumeration in

the proviso; viz., street railroad companies, car companies, freight companies and freight line companies.

Our conclusion is, that an interchange of passes between all of the carriers enumerated in the proviso is not prohibited, and it is lawful, for example, for a railroad company to exchange passes with a steamboat company.

Yours truly,
STEPHEN V. CAREY,
Assistant Attorney General.

STEAMBOATS MUST FILE TARIFFS COVERING RATES FOR BERTHS AND STATEROOMS.

OLYMPIA, WN., July 12, 1913.

The Public Service Commission of Washington:

DEAR SIR: You have asked to be advised whether the Public Service Commission law (Chapter 117, Laws of 1911) requires steamboat companies operating between points in this state to file a schedule of rates for berths and staterooms.

Section 14 of that act provides:

"Every common carrier shall file with the Commission and shall print and keep open to public inspection schedules showing the rates, fares, charges and classification for the transportation of persons and property within the state between each point upon its route, and all other points thereon * * *."

Section 8 of the act defines the term "transportation of persons" as follows:

"The term 'transportation of persons,' when used in this act, includes any service in connection with the receiving, carriage and delivery of the person transported and his baggage and all facilities used or necessary to be used in connection with the safety, comfort and convenience of the person transported."

The same section defines the word "service" as follows:

"The term 'service,' is used in this act in its broadest and most inclusive sense."

A berth, or stateroom, is certainly a facility used in connection with the transportation of the passenger, and for his comfort and convenience.

The rates for berths and staterooms are clearly included in the comprehensive language of section 14 above quoted.

You are therefore advised that steamboat companies are required to file their rates and charges for berths and staterooms between points in this state.

Yours truly,
STEPHEN V. CAREY,
Assistant Attorney General.

DISQUALIFICATION OF DEPUTY GRAIN INSPECTOR.

OLYMPIA, WN., September 10, 1913.

Mr. R. D. Jarboe, State Grain Inspector, Tacoma, Washington:

DEAR SIR: We are in receipt of a letter from you dated August 21, 1913, reading as follows:

"The Grain Inspection Act provides that one who is interested, directly or indirectly, in the buying or selling of hay or grain, may not act as a Deputy Inspector.

"We had made arrangements to place a Deputy at work to handle exclusively the grading of hay, but a few days ago a number of hay dealers in town here filed a complaint and protested against the party's appointment, claiming that he was interested in the hay business at this place. The facts seem to be that the party's wife owns considerable stock in one of the large hay concerns in Tacoma. He claims that he and his wife have held separate property for the past twelve years and that he is in no wise interested in this concern. There is a question in my mind whether or not a man's business and

his wife's business are not so closely allied in mutual interest that it could not be said that one was not indirectly interested in the financial investments of the other, and I would be pleased to have your opinion relative to the matter."

Assuming the character of the stock ownership to be as stated, that is, that the stock is really the separate property of the wife, we are of the opinion that it cannot be said as a matter of law, that the husband is disqualified from holding a position in your department. The property laws of this state recognize the right of either the husband or wife to hold property independent of the other spouse. If this stock is in fact the separate property of the wife, it is clear that the husband has no ownership in it and consequently no direct interest in the hay business. Just what kind of an indirect or remote interest may be sufficient to disqualify, is, we think, largely a matter to be determined by the appointing power as a matter of administrative discretion, bearing in mind that the purpose of the statute (Chap. 91, Laws of 1911) is to secure employees whose official action shall not be tainted by personal consideration.

Yours truly,
STEPHEN V. CAREY,
Assistant Attorney General.

DEFINING "WAREHOUSEMEN."

OLYMPIA, WN., September 10, 1913.

Mr. R. D. Jarboe, State Grain Inspector, Tacoma, Washington:

DEAR SIR: We are in receipt of your letter of August 28, 1913, enclosing two letters from Mr. G. H. Mottinger, a grain dealer, with the request for an opinion as to whether Mr. Mottinger must comply with those provisions of the grain inspection law (Chap. 91, Laws of 1911) requiring that a bond be given and a license procured by those engaged as warehousemen in the storage of grain for the public. The manner in which Mr. Mottinger claims his business is carried on is stated in considerable detail in the letters transmitted. Assuming that he has correctly stated the facts, it appears that his business consists in the buying of grain from producers, either for himself or as agent for other grain dealers, the handling of the same, over loading platforms and its shipment to market. In describing his business, Mr. Mottinger says, among other things:

"None will be put on the platform unless first bought. Either I will buy it for B. G. & Co. or as the agent of the Kennewick Mill Co. * * * I will receive and pay for it by draft any that they may buy. I do not want any wheat to store. I have got no place to store it even if I did. * * * In all the above transactions I issued draft for payment on the B. G. & Co. or the milling company when delivery was all made."

This method of conducting the business clearly constitutes this dealer a buyer rather than a warehouseman and the transaction a sale and not a bailment. In this connection you are referred to our opinion of this date concerning a similar question arising over the business conducted by Dement Bros. Co. of Walla Walla, Wash., in which a decision of the Supreme Court of Oregon sustaining our conclusions is quoted at some length. As indicated, we are of the opinion that Mr. Mottinger is not required to give a bond or procure a license, assuming, of course, that the correspondence correctly states the facts.

Yours truly,
STEPHEN V. CAREY,
Assistant Attorney General.

DEFINING PUBLIC WAREHOUSING.

OLYMPIA, WN., September 10, 1913.

Mr. R. D. Jarboe, State Grain Inspector, Tacoma, Washington:

DEAR SIR: You have transmitted to us, with the request for an opinion, a letter from Dement Bros. Co. of Walla Walla, Washington, dated Aug. 27, 1913, and reading as follows:

"We are in receipt of yours of the 26th relative to bond and license covering Warehouse No. 387, located at Walla Walla. We presume you refer to our mill warehouse. Think that you will find that we have never given bond or secured license. We do not conduct a public warehouse for which a regular storage charge is made.

"When a farmer delivers wheat to our mill it is with the understanding that it is dumped in bins and can be ground into flour by us whenever we desire to do so. We give him a receipt, assuming all fire risk and agreeing to pay him market price whenever he desires to sell. No charge is made for storage.

"We had this matter up with the previous administration and they decided that we do not come under the head of a public warehouse."

Assuming that the business is conducted as stated, we are of the opinion that this company is not engaged in public warehousing. In the case of *Savidge v. Salem Mills Co.*, 30 Ore. 36, 85 Pac. 69, the Supreme Court of Oregon in deciding a case in all substantial particulars identical, stated the rule as follows:

"Where one delivers grain to another under an agreement that the identical grain or grain of similar kind and quality from the common mass into which it was placed shall be returned, there is a bailment, and the right of property remains in the bailor, but when, either from the express agreement of the parties or from the general course of business, the party receiving the grain has a right to use it in his business and as a part of his consumable stock and is not obliged to return the identical grain nor grain similar in grade and quality from the common mass, but may discharge his obligation to the storer by paying the market price when demanded, or by returning other grain of the same kind and quality, there is no bailment, but a sale or exchange, and title of the property and the risk are transferred to him."

The transactions of Dement Bros. Co. with respect to the grain handled by them, are sales rather than bailments. Consequently that firm is in no sense public warehousemen, subject as such to the grain inspection act (Chap. 91, Laws of 1911).

Very truly yours,

STEPHEN V. CAREY,

Assistant Attorney General.

MAY EXPEND MONEY FOR MAP.

OLYMPIA, WASHINGTON, September 29, 1913.

The Public Service Commission of Washington.

DEAR SIR: You have asked to be advised whether you have authority to incur the expense necessary to publish a railroad map of this state. The 5th paragraph of Sec. 6 of the Public Service Commission Law (Chap. 117, Laws of 1911) provides:

"The Commission is authorized to procure all necessary books, maps, charts, stationery, instruments, office furniture, and other appliances deemed by the Commission necessary."

The appropriation act of 1913, under which the Commission is now operating (Chap. 12, Laws of 1913) makes an appropriation of \$193,400 for the expenses of the Commission for the current biennium, and among other items, contains the following:

"Salaries and expenses of meter inspectors, real estate experts for valuation work, traveling expenses of the Commission and employees, expenses of hearings and valuation work, witness fees, stationery, office supplies and incidental expenses, \$42,000."

We think the publication of a railroad map incidental to the general work of the Commission and the expense may be properly paid out of

this appropriation if the Commission otherwise has authority to incur the obligation. The extract from Sec. 6 of the Public Service Commission Law quoted above, does, in our opinion, confer sufficient authority. It will be noticed that the Commission is authorized to procure all maps, charts, etc., "deemed by the Commission necessary." The word "necessary" in a statute of this kind does not mean absolutely or indispensably necessary. Whether a proposed expenditure is necessary or not calls for the exercise of a wise discretion on the part of the administrative board. We do not think that the publication of a railroad map is so far beyond the scope of the Commission work that to publish it would be an abuse of the Commission's discretion. We are confirmed in this view, we think, by the case of *State ex rel. Gillette vs. Clausen*, 44 Wash., page 437. The original Railroad Commission act of 1905 provided that the Commission should have authority to appoint a Secretary and such clerks as might be necessary "and such other persons as experts as may be necessary to perform the duties that may be required of them by said act." The Commission made a contract with a civil engineer to take charge of the valuation of the railroads and agreed to pay him \$1,000 a month while so employed. The State Auditor refused to issue a warrant for the salary on the ground that it was excessive and unreasonable. In a mandamus against the Auditor to compel the issuance of a warrant, the Supreme Court held that the statute vested in the Commission a broad discretion as to persons to be employed and the compensation to be paid and that the determination of the Commission could not be questioned except for fraud. The Court said:

"So long as the Legislature keeps within the Constitution, and the officers charged with the administration of the law, keep within the statute, the State Auditor and the courts have no concern with the policy of the law or the methods employed in its administration."

As already indicated, we are of the opinion that the publication of a map is a matter well within the limits of the Commission's authority, as fixed by the Public Service Commission Law, and, there being an appropriation to meet the expense, the Commission may publish the map if the map is considered reasonably necessary.

Very truly yours,

STEPHEN V. CAREY,
Assistant Attorney General.

SALARY OF CHIEF ENGINEER.

OLYMPIA, WN., October 29, 1913.

The Public Service Commission of Washington:

DEAR SIR: We are in receipt of your letter, as follows:

"As you are aware, the legislature of 1911 in the act creating the Public Service Commission, in Sec. 6 of said act, designates the salary to be paid certain employees of the Commission, among which it authorizes the Commission to pay a sum not exceeding \$3,000 per annum to the Chief Engineer. The legislature of 1913, in the general appropriation bill, provided for salary of Chief Engineer, \$7,200. This sum, you will notice, differs from the salary which the Commission is authorized to pay under the law of 1911. The Commission desires your opinion as to whether the salary to be paid the Chief Engineer shall be as provided in the act of 1911, or shall his salary be based upon the appropriation of 1913."

In my judgment, the question presented comes squarely within the rule announced by the United States supreme court in the case of *United State v. Langston*, 118 U. S. 389. In that case, congress by general law fixed the salary of the diplomatic representatives at Haiti at \$7,500 a year. Several years later, in the act making appropriations for the

consular and diplomatic service, the appropriation for that officer was but \$5,000. At the conclusion of the opinion, the court said:

"While the case is not free from difficulty, the court is of the opinion that, according to the settled rules of interpretation, the statute fixing the annual salary of a public officer at a named sum without limitation as to time, should not be deemed abrogated or suspended by subsequent enactments which merely appropriated a less amount for the services of that officer for particular fiscal years, and that contained no word that expressly or by clear implication modified or repealed the previous law."

The appropriation act of 1913 (Laws of 1913, ch. 12) contains no repealing clause, nor do we think that it can be said to imply a repeal of that provision of section 6 of the public service commission law limiting the commission in fixing the salary of the engineer to \$3,000 a year. In fact, the appropriation act appropriates the amounts therein stated, "or so much thereof as shall severally be found necessary." We see no distinction between the appropriation of a lesser sum than the salary fixed by law, and the appropriation of a larger sum, so far as the question of repeal is concerned, and therefore, in direct answer to your inquiry, we advise that the appropriation act of 1913 does not authorize the commission to fix the salary of its chief engineer at a sum in excess of \$3,000 a year.

Yours respectfully,
W. V. TANNER,
Attorney General.

STATUS OF CASES IN COURTS.

DECEMBER 18, 1913.

Public Service Commission, Olympia.

DEAR SIR: Below is a statement of all court cases to which your Commission is a party, now pending or finally disposed of since the date of your last annual report. The statement also shows the places of proceedings prosecuted before the Interstate Commerce Commission at the instance of your Commission.

IN UNITED STATES DISTRICT COURT, WESTERN DISTRICT OF WASHINGTON.

Great Northern Railway Company vs. Lee, et al., No. 1093. Action against the Public Service Commission and the Attorney General to enjoin the enforcement of distributive rate order of March 2, 1912, and an order of the Railroad Commission reducing rates on the Murcus division of the Great Northern Railway. Demurrer to bill of complaint sustained. Complainant has announced intention to file an amended bill, but so far none has been filed. Case pending. Rates in force. (199 Fed. Reporter 621.)

Northern Pacific Railway Company vs. Lee et al., No. 1094. Action against the Public Service Commission and the Attorney General to enjoin the enforcement of the distributive rate order of March 2, 1912. Demurrer to bill of complaint sustained. Complainant has announced intention to file for amended bill, but so far none has been filed. Case pending. Rates in force. (199 Fed. Reporter 621.)

Great Northern Railway Company vs. Fairchild et al., No. 1994. Action to enjoin enforcement of full crew law, Chapter 134, Laws of 1911. Cause has been at issue for over a year; but complainant has not noted it for trial. The law is being observed pending the determination of suit.

Northern Pacific Railway Company vs. Fairchild, et al., No. 1996. District Court of the United States, Western District of Washington. Action to enjoin enforcement of full crew law, Chapter 134, Laws of 1911. Cause has been at issue for over a year, but complainant has not noted it for trial. The law is being observed pending determination of a suit.

Oregon-Washington Railroad & Navigation Company vs. Fairchild, et al., No. 1998. Action to enjoin enforcement of the full crew law, Chapter 134, Laws of 1911. Cause has been at issue for over a year, but complainant has not noted it for trial. The law is being observed pending the determination of suit.

Puget Sound Electric Railway Company vs. Lee, et al., No. 2390. Action to enjoin further enforcement of order of Railroad Commission establishing rates on Puget Sound Electric Railway. Defendant's

motion to dismiss granted on the ground that complainant should petition Commission for relief sought. (207 Federal Reporter 860.)

IN SUPREME COURT, STATE OF WASHINGTON.

State ex rel. Great Northern Railway Company vs. Public Service Commission of Washington, No. 11073, and *State ex rel. Chicago, Milwaukee & Puget Sound Railway Company vs. Public Service Commission of Washington*, No. 11293, consolidated.

Appeal from decrees of Superior Court of Thurston County affirming findings and order of Commission requiring Great Northern Railway Company and Chicago, Milwaukee & Puget Sound Railway Company each in conjunction with the Northern Pacific Railway Company, to publish joint rates to and from South Tacoma. Judgment of Superior Court affirmed December 13, 1913. Not officially reported at date of this report.

State ex rel. Pacific Telephone and Telegraph Company vs. Public Service Commission of Washington, No. 11166. Appeal from judgment of Superior Court of Thurston County, affirming findings and order of the Commission requiring the Pacific Telephone and Telegraph Company to make physical connection with Sunnyside Telephone Company at Sunnyside, Washington. Appeal voluntarily dismissed by appellant.

Northern Pacific Railway Company vs. Public Service Commission of Washington, No. 10896. Appeal from judgment of Superior Court of Pierce County affirming findings and order of Commission requiring Northern Pacific Railway Company to make same rates from Tacoma to certain points in Eastern Washington as from Seattle to same points. Pending for decision. Rates in force.

State ex rel. Spokane International Railway Company vs. Public Service Commission, No. ———. Appeal from decree of Superior Court of Spokane County affirming valuation findings of the Commission as to Spokane International Railway. The railway company gave notice of appeal, but same has not been perfected.

State ex rel. Pacific Power & Light Company vs. Public Service Commission, No. 11630. Action to review findings and order of Commission requiring relator to file plans of improvements to water system, North Yakima. Findings and order of Commission sustained by Superior Court of Yakima County. Company appealed. Case pending in Supreme Court on motion to dismiss appeal.

State ex rel. Great Northern Railway Company vs. Public Service Commission, No. 11307. Action to review order of Commission requiring relator to stop additional passenger train at station of Krupp in Grant County. Commission's order affirmed by the Superior Court of Thurston County. Pending for decision in Supreme Court on appeal of railway company.

State ex rel. City of Seattle vs. Public Service Commission, No. 11347. Action to review order of Commission dismissing objection of protest

of city of Seattle against increase of minimum gas rate of Seattle from 25 cents to fifty cents. Action dismissed by Commission on ground that city of Seattle had failed to produce evidence upon which the Commission could base findings and order that increased minimum was unreasonable. Commission's order of dismissal reversed by Superior Court of King County. Judgment of Superior Court reversed in Supreme Court on appeal, and Commission's order affirmed, December 2, 1913. Not officially reported at date of this report.

State ex rel. Chicago, Milwaukee & Puget Sound Railway Company vs. Public Service Commission, No. 11072. Appeal from judgment Superior Court, Thurston County, reversing order of Commission requiring construction of industrial spur at Whittier. Appeal taken by Commission. Pending for decision in the Supreme Court.

State ex rel. Russell vs. Great Northern Railway, et al., No. 11105. Action to review order of Commission dismissing complaint of relator praying that railway be compelled to stop certain passenger trains at Seamount, a point between Seattle and Everett. Order of Commission reversed by Superior Court of Snohomish County. Judgment of Superior Court reversed by Supreme Court, and action dismissed on ground that Superior Court of Snohomish County had no jurisdiction. (Vol. 33 Wash. Dec. 336, decided Sept. 23, 1913.)

IN SUPERIOR COURTS OF WASHINGTON.

State of Washington vs. Merchants Warehouse Company, No. 31910. Superior Court of Pierce County. Action to recover penalty for operation of grain warehouse without license. Action pending in Superior Court.

State ex rel. Spokane & Inland Empire Railroad Company vs. Public Service Commission, Superior Court, Spokane County, No. ——. Action to review findings of the Public Service Commission fixing value of relator's property at \$12,500,000. Action pending.

State ex rel. Kennewick Valley Water Users Association vs. Public Service Commission, Superior Court, Benton County, No. 1502. Action to review order of Commission dismissing complaint against the Northern Pacific Irrigation Company. Pending.

State ex rel. Puget Sound Traction, Light & Power Co. vs. Public Service Commission, No. ——. Superior Court, Thurston County. Action to review order of Commission requiring sale of tickets on street cars in Seattle. Pending for hearing.

BEFORE INTERSTATE COMMERCE COMMISSION.

Railroad Commission of Washington vs. Northern Pacific Railway Company et al., No. 3769. Action to compel the Northern Pacific Railway Company in connection with the Great Northern Railway Company, the Oregon-Washington Railroad and Navigation Company and Chicago, Milwaukee & Puget Sound Railway Company to establish

joint rates between South Tacoma and points on the lines of the Great Northern Railway Company, Oregon-Washington Railroad & Navigation Company and Chicago, Milwaukee & Puget Sound Railway Company. The Interstate Commerce Commission rendered opinion sustaining our complaint (23 I. C. C. Report 256). The Great Northern Railway Company petitioned for a rehearing, which was denied (25 I. C. C. Report 278), and rates ordered put in force.

Spokane Drug Company vs. Great Northern Railway Company, No. 4064. Action prosecuted by the Public Service Commission of Washington in the name of the Spokane Drug Company, to compel Great Northern Railway Company to reduce interstate rates to and from points on Marcus division. Action pending.

Colfax Brewing and Malting Company vs. Oregon-Washington Railroad & Navigation Company. Action to recover overcharge in car load of malt in boxes from Milwaukee to Colfax. Carrier agreed to satisfy complaint without hearing.

R. E. Downie Pole Company vs. Northern Pacific Railway Company, et al., No. 5674. Action to recover overcharge on poles shipped from Redmond and Kenmore to points in Oregon. Evidence taken and case pending for decision.

Seattle Shingle Company et al. vs. Chicago, Milwaukee & St. Paul Railway Company et al., No. 6204. Public Service Commission of Washington, intervenor. Action to secure extension of terminal rates on shingles from points on Olympic peninsula. Pending.

Pacific Coast Gypsum Company et al. vs. Oregon-Washington Railroad & Navigation Company et al., No. 5991. Public Service Commission of Washington, intervenor. Action to secure order eliminating alleged discrimination in rates on gypsum, plaster, etc., in favor of manufacturers in Eastern Oregon and against manufacturers on Puget Sound. Testimony taken and cause pending for decision.

Investigation and Suspension Docket 202. In the matter of the investigation and suspension of the advance in rates by carriers for the transportation of lumber and other commodities from points in Oregon, Washington and other states to Eastern points. Action to prevent Union Pacific system from canceling through route on lumber and other commodities between points in Northwest and points East of Pocatello; also to prevent Chicago, Milwaukee & St. Paul Railway and Great Northern Railway from canceling certain through rates to East on shingles from water-locked points on Puget Sound. Evidence taken and case pending for decision. Increased rates under suspension.

SOME IMPORTANT DECISIONS.

The following cases, finally decided during the past year, are worthy of special mention:

Puget Sound Electric Railway Company v. Lee, 207 Fed. 860.

The former railroad commission by order established a schedule of fares to be charged by the Puget Sound Electric Railway, an interurban

line operating between Seattle and Tacoma. The company sued out a writ of review in the superior court of Thurston county, claiming that the fares established by the commission would not permit it to earn a reasonable return on the value of its property. The superior court affirmed the commission's order. On appeal to the supreme court the order of the commission and the decree of the superior court were affirmed. The company then put the rates into effect for something over a year and a half. Later it was claimed that actual operations under the rates demonstrated that the order of the commission and the decrees of the superior court and supreme court were erroneous. The company commenced an action in equity in the United States district court to have the further enforcement of the commission's order enjoined on the ground that it deprived the company of its property without due process of law in that it prevented from charging fares which would permit it to earn a reasonable return upon its property. A motion to dismiss this suit in the federal court was sustained. The court held that a commission order, when affirmed in the state courts, is *res adjudica* of the controversy, and the proper method of correcting an erroneous order is to apply to the commission for relief.

State ex rel. City of Seattle v. Public Service Commission, decided by Supreme Court December 2, 1913.

The Seattle Lighting Company, which furnishes gas to the city of Seattle and its inhabitants, filed a tariff with the Public Service Commission, making a number of changes in the rates theretofore charged, and among others the monthly minimum rate was raised from twenty-five cents to fifty cents. The city of Seattle protested against this increased minimum, and it was suspended by this Commission, pending investigation. After hearing, the commission decided that the protestant had failed to offer any substantial proof from which the commission could find that the increased minimum was an unreasonable charge, and the proceeding was thereupon dismissed. The order of dismissal had the effect of permitting the increased charge to go into effect. The city of Seattle sued out a writ of review in the superior court of King county. That court decided that the commission's order of dismissal was erroneous and referred the case back to the commission with directions to proceed and require the company to prove the reasonableness of the increased minimum, failing to do which the lower minimum should continue in force. On appeal to the supreme court the judgment of the superior court was reversed and the order of the commission affirmed, that court holding that under the existing statute the commission properly dismissed the action when this complainant failed to sustain the complaint by proof. The supreme court further held that the superior courts have no power by judicial decree to supervise the administrative functions of the commission. This decision emphasizes the necessity of an amendment to the Public Service Commission law, placing upon public service companies the burden of justifying an increase in rates. Such an amendment was proposed at

the last session of the legislature to make our law in this regard conform with the practice before the Interstate Commerce Commission. The proposed amendment failed to pass.

State ex rel. Russell v. Great Northern Railway, decided by supreme court September 23, 1913, Volume 33, Washington Decisions, page 336.

A complaint was filed with the Public Service Commission at its office in Olympia, praying that the Great Northern Railway Company be required to stop its passenger trains at Seamount, a point in Snohomish county, between Seattle and Everett. After hearing, the commission found that the train schedule, as maintained by the company, was reasonably adequate to serve the public, and dismissed the complaint. A writ of review was sued out in the superior court of Snohomish county. A motion to quash the writ was made on the ground that the superior court of Snohomish county had no jurisdiction to review the order of the commission. The trial court overruled the motion, reversed the commission's order of dismissal and sent the case back to the commission with directions to enter an order requiring certain trains to be stopped at Seamount. On appeal to the supreme court the judgment of the superior court was reversed and it was held that when a complaint is filed with the Public Service Commission at its office in Olympia, the superior court of Thurston county is the only court having jurisdiction to review any order the commission may make in that proceeding. This decision clears up an important question of practice that has been in considerable doubt ever since the enactment of the present Public Service Commission law. This decision does not refer to proceedings to review valuation findings.

Yours truly,

STEPHEN V. CAREY,

Assistant Attorney General.

REPORT OF ENGINEERING DEPARTMENT.

OLYMPIA, December 13, 1913.

The Public Service Commission of Washington.

GENTLEMEN: In accordance with your request for information concerning the work of your Engineering Department during the year ending November 30, 1913, I have prepared this report.

It appears that a brief summary of the more important investigations is necessary to afford a complete understanding of the work done and this is accordingly presented.

SPOKANE GAS INVESTIGATION.

This investigation involved the appraisal of the property of the Spokane Gas and Fuel Company and the Spokane Falls Gas Light Company, and also an investigation of the quality of the service as well as a complete analysis of operations and the construction of a new schedule of rates. The expense of the work done by the Engineering Department on this case was \$2,744.42.

RAYMOND WATER CASE.

This case necessitated an appraisal of the property of the Raymond Water Company and an investigation of the quality of service rendered as well as of the operations of the company for the purpose of determining the reasonableness of the rates. The expense of the work of the Engineering department in this case was \$454.06.

SPOKANE TELEPHONE RATE CASE.

The property of the Pacific Telephone and Telegraph Company in Spokane was appraised some years ago and this investigation was made to determine a proper schedule of rates. This necessitated revising the former appraisal for use at the present time. The cost of the investigation to the Engineering Department was \$1,777.11.

SOUTH BEND LIGHT AND WATER CASE.

This case involved the appraisal of the property of the Mountain Spring Company and that of the South Bend Electric Company, together with an investigation of the operations of both companies. The two companies were formerly operated together and their close relationship necessitated the investigation of both at the same time. The work of the Engineering Department cost \$772.59.

INDEX WATER CASE.

This case involved the appraisal of the property of the Index Water Company and an investigation of the business and the quality of the service. The work of the Engineering Department cost \$135.09.

KINGSTON WHARF CASE.

This case involved the appraisal of the property of the Kingston Wharf Company and an investigation of the business. The cost of the work of the Engineering Department was \$38.01.

NORTHERN PACIFIC IRRIGATION CASE.

This case necessitated an investigation of the business of the Northern Pacific Irrigation Company at Kennewick and also an investigation as to the quality of the service rendered. The cost of the work of the Engineering Department was \$87.95.

NORTH YAKIMA WATER CASE.

In this case the quality and pressure of the water was challenged and an investigation of these features was made. The cost of the work of the Engineering Department was \$95.02.

MOUNT PLEASANT SPUR CASE.

The citizens of Mount Pleasant petitioned for a loading spur off the main line of the Spokane, Portland and Seattle Railway and an investigation was made as to the needs of the community, and the cost of constructing the spur. The cost of the work of the Engineering Department was \$20.90.

SPANAWAY RATE CASE.

This case involved an appraisal and rate investigation of the Spanaway line of the Tacoma Railway and Power Company. The cost of the work of the Engineering Department was \$167.26.

WHITE BLUFFS CASE.

An investigation of the power rates of the Pacific Power and Light Company in the White Bluffs district was made and was preliminary to the general appraisal and rate investigation of the entire Pacific Power and Light Company. The cost of the work of the Engineering Department was \$58.19.

MALDEN WATER CASE.

This case necessitated an appraisal of the property of the Malden Water Works and also a rate and service investigation with plans for rearrangement of the company's distribution system. The cost of the work of the Engineering Department was \$482.26.

MALDEN SUPPLY AND POWER CASE.

The local telephone service in Malden and the long distance rates from Malden to other points were challenged and a complete appraisal and rate investigation was made, the cost of the work of the Engineering Department being \$355.49.

NORTHWESTERN TELEPHONE CASE.

The Northwestern Long Distance Telephone Company alleged discrimination on the part of the Pacific Telephone and Telegraph Company in Seattle and Tacoma in the routing of calls and an investigation was made. The work of the Engineering Department cost \$61.98.

LITTLE FALLS WATER CASE.

This case involved an appraisal and rate investigation of the Little Falls Water Company at Vader, the work of the Engineering Department costing \$152.02.

SEDRO WOOLLEY TELEPHONE CASE.

This case was the outcome of a physical connection dispute among the Puget Sound Independent Telephone Company, the Skagit River Telephone Company and the Pacific Telephone and Telegraph Company. An investigation of the situation was made, the cost of the work of the Engineering Department being \$118.78.

TACOMA RAILWAY AND POWER CASE.

This case involved an appraisal of the property of the Tacoma Railway and Power Company and also a rate investigation. The cost of the work of the Engineering Department was \$392.16.

PACIFIC TRACTION CO.

This case involved the appraisal of the property of the Pacific Traction Company and an investigation of the rates from Tacoma to suburban communities. The cost of the work to the Engineering Department was \$303.70.

PACIFIC POWER AND LIGHT CASE.

This case involves the appraisal of all the electric properties of the Pacific Power and Light Company in this state, and such of the properties in the State of Oregon as is necessary to the determination of an equitable schedule of rates. The business of the company will be investigated and a tentative rate schedule calculated. The work is at present about seventy-five per cent. completed and the work of the Engineering Department has cost to date \$7,298.27.

NORTH YAKIMA GAS CASE.

This case involves an appraisal and rate investigation of the North Yakima Gas property of the Pacific Power and Light Company. The work is at present about eighty per cent. completed and the work of the Engineering Department has cost \$207.34 to date.

PUGET SOUND ELECTRIC CASE.

This case involves a reappraisal and rate investigation of the Puget Sound Electric Railway and the work at present is about eighty-five per cent. completed. The cost of the work of the Engineering Department to date has been \$2,927.48.

GRAYS HARBOR CASE.

This case involves an appraisal and rate investigation of the Grays Harbor Railway and Light Company. The case is the out-growth of complaint as to street car rates from Cosmopolis to Aberdeen. The work is about forty per cent. completed and has cost to date \$642.46.

RAILROAD MAP.

The Engineering Department has prepared a new railroad map of the State of Washington, which is at present in the hands of the publisher and will be ready for distribution at an early date. The work of the Engineering Department on the map cost \$460.58.

OVERHEAD RULES.

During the last session of the legislature the Engineering Department collaborated with the Senate and House committees in the preparation of the rules incorporated in the Act Relating to Electrical Construction, and use of electric wires, apparatus and appliances. The cost of the work of the Engineering Department in this connection was \$142.76.

UNIFORM ACCOUNTING SYSTEM.

The Engineering Department collaborated with the representatives of the various utilities in the preparation of Uniform Accounting Systems for Electric Light and Power, Gas and Water Utilities. The cost of the work of the Engineering Department was \$564.04.

MISCELLANEOUS WORK.

During the past year many matters of minor importance have been referred to the Engineering Department. These are, of course, too numerous to mention.

I hope, during the ensuing year, to be able to make appraisals and rate investigations of the Seattle Lighting Company, the Washington Water Power Company, The Puget Sound Traction, Light and Power Company and the long distance lines of the Pacific Telephone and Telegraph Company. This will, of course, be in addition to completing the work already in progress and attending the many minor investigations which will be necessary.

FINANCIAL STATEMENT.

In order that the expense of maintaining this department may be readily determined, I have prepared the following table which shows the expenses for the year ending November 30, 1913:

Salaries	\$16,507.04
Milage	716.84
Expense	3,996.67
Supplies	244.75
Rents	37.50
Miscellaneous	187.64
Furniture and Fixtures	334.37
Total	\$22,024.81

As the disposition of the money appropriated by the last legislature is a matter of importance, I have prepared the following table which shows the amount of money expended to date from the 1913 appropriations:

Salary of Chief Engineer	\$ 2,300.00
Salaries of Assistant Engineers	5,840.45
Salary of Engineering Accountant	1,095.06
Salary of Chief Clerk, etc.	975.00
Furniture and Fixtures	452.96
Salaries and Incidentals	3,604.15
Engineering Expense, Puget Sound Electric	2,721.16
Total	<u>\$16,988.78</u>

Trusting that this report will furnish you with the necessary information as to the work of the Engineering Department during the past year, I am,

Yours respectfully,

F. S. BURROUGHS,

*Chief Engineer, The Public
Service Commission of Wash.*

REPORT OF SCALE EXPERT.

OLYMPIA, WN., December 1, 1913.

The Public Service Commission of Washington.

GENTLEMEN: I beg to submit herewith my annual report on the inspection of railroad track scales in the State of Washington for the year ending November 30, 1913, together with recommendations:

Total number of Railroad Track Scales in State, 75.

Number of Scales Tested, 69.

Number of Scales not Tested, 6.

Number of Scales Sealed, 59.

Number of Scales not Sealed, 16.

Number of Tests made, including 3 Private Scales, 78.

Number of days Employed in making tests, 121.

Salary and expense incident thereto, \$1,059.45.

Average cost per test, \$13.58.

Of the 75 Scales, 18 have wood, or pile foundation.

Of the 75 Scales, 57 have concrete, or stone foundation.

Of the 75 Scales, 63 have wood construction.

Of the 75 Scales, 12 have steel construction.

Of the 75 Scales, 47 have type registering beams and there are 28 with single, or double beams. Nine have been re-fitted, or rebuilt during the year.

Six new scales have been installed.

Two have been abandoned.

The six scales were not tested for the reason that they were out of service, or undergoing repairs.

The scale-testing car, in making these tests, has travelled 4,000 miles. Some repairs will soon have to be made to the test car.

RECOMMENDATIONS.

At this time I would recommend that all track scales be furnished with Type Registering Beams; also suitable scale houses be built over the beam to protect it from rain, or snow, and to give the weigh-master shelter so that he will be able to take more time and get correct weights.

Electric lights should be provided for the scale house, and end of the scales, where night weighing is done and where it can be convenient.

I would also recommend that all scales should be tested from two to three times a year, as it is almost impossible to keep them weighing correctly by one inspection and I would also recommend that a better style of installation and construction be provided and would suggest that it be of the solid, or rigid, type construction.

Also some arrangement should be made whereby privately owned track scales can be tested the same as those belonging to the carriers, as I have been advised that some of the Coal Companies have track

scales and they are shipping direct to dealers in this State and the dealer is required to take my weights and the coal is not weighed from any scale owned by a railroad company.

In conclusion, I will state that I received every assistance possible in making tests of the different scales, by the officials of the railroad companies and also the yard masters and switching crews.

Respectfully submitted,

GEORGE H. KAISER,

Scale Expert.

REPORT OF STATE GRAIN INSPECTION DEPARTMENT.

TACOMA, WASH., Dec. 23, 1913.

To The Public Service Commission of Washington, Olympia, Wash.

GENTLEMEN: We hand you herewith report showing operations of this department for the period beginning July 1, 1912, and ending November 30, 1913, together with tabulation of reports from public warehouses throughout the state showing receipts and shipments crop of year 1912.

As will be seen from the summary of warehouse reports there were in round numbers 33½ million bushels of wheat actually delivered to the various public warehouses throughout the state. There are a number of private warehouses that do not report their receipts to this department, and there is also a considerable amount delivered direct to interior mills which is not included in these reports. In the report of my predecessor it was estimated that 8,250,000 bushels were used by interior mills. I am of the opinion this amount is excessive for the reason that the majority of interior mills hold public warehouse licenses and their consumption is included in this report. I am of the opinion that not to exceed one and one-half million bushels should be added to the warehouse reports to cover the amount used by interior mills and private warehouses, and to this add three million bushels for seed and feed, which would make the wheat crop of 1912 aggregate thirty-eight million bushels. The report for the 1911 crop estimated that 4,750,000 bushels were used for feed and seed, but when it is known that a very large per cent. of the wheat used for these purposes has passed through public warehouses and has been taken into account through these reports, I consider the estimates too high by one and three-fourths million bushels. The warehouse reports show seven and one-half million bushels of barley and oats as having been delivered to public warehouses. The percentage of this crop kept at home is greater than that of wheat, and it is safe to estimate that the amount shown does not represent over eighty per cent. of the state production. If so, then there was produced nine million bushels of these cereals during 1912. The production of rye will reach nearly 100,000 bushels, the report showing 62,089 bushels delivered to warehouses. Much rye is sown for pasture and therefore the amount required for seed is greater than the warehouse receipts would indicate.

The actual grain production of the state for the year 1912 will total nearly forty-nine million bushels, which was in excess of the estimated crop of 1911 by over fifteen million bushels.

While this department has no authentic information on which to base the crop production of the year 1913, we are of the opinion that

it will not exceed the crop of 1911. This idea is based upon general report and also upon the known records of shipments to date. The hot winds of July and August resulted in serious damage to spring sown grain and reduced a prospect of a magnificent crop to a very ordinary yield.

Very respectfully submitted,

R. D. JARBOE,

Chief Grain Inspector.

PUBLIC SERVICE COMPANIES.

Herewith are presented a list of all public service utilities operating in the State of Washington which have filed tariffs with the Commission:

GAS COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Centralia & Chehalis Gas Co.....	Centralia; Chehalis.....	Centralia
Central Washington Gas Co.	Wenatchee	Wenatchee
Everett Gas Co.	Everett, Monroe, Snohomish	Everett
Grays Harbor Gas Co.	Aberdeen, Hoquiam.....	Aberdeen
Key City Light & Power Co.....	Port Townsend	Port Townsend
Olympia Gas Co.	Olympia	Tacoma
Pacific Power & Light Co.	Clarkston, North Yakima, Walla Walla....	Portland
Prescott Gas Lighting Co.	Prescott	Prescott
Puget Sound Traction, Light & Power Co.	Bellingham	Seattle
Seattle Lighting Co.	Seattle	Seattle
Spokane Falls Gas Light Co.	Spokane	Spokane
Tacoma Gas Co.	Puyallup, Tacoma	Tacoma
Vancouver Gas Co.	Vancouver	Vancouver

IRRIGATION COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Attalla Land Co.	Attalla	Spokane
Bridgeport Development Co.	Bridgeport	Bridgeport
Burbank Company	Burbank	Burbank
Clallam Ditch Co.	Sequim	Port Angeles
Clarkston Irrigation Co.	Clarkston	Clarkston
Cloverland Co-operative Water Co..	Cloverland	Cloverland
Fruitland Irrigation Co.	Kettle Falls	Kettle Falls
Horn Rapids Irrigation Co.	Benton County	Seattle
Kettle River Power & Irrigation Co..	Republic	Republic
Kiona Benton Land & Water Co....	Benton City	Seattle
Kiona Development Co.	Kiona	Seattle
Maple Co-operative Water Co.....	College Place	College Place
Northern Pacific Irrigation Co....	Kennewick	Kennewick
Palouse Irrigation & Power Co....	Adams County Franklin County Whitman County Washtucna Valley	Seattle
Pasco Reclamation Co.....	Pasco	Pasco
Sequim Prairie Ditch Co.	Sequim	Sequim
Siebert Creek Irrigation Co.	Port Angeles	Port Angeles

NAME.	LOCATION.	BUSINESS ADDRESS.
Starbuck Electric Co.	Starbuck	Starbuck
Stratford Irrigation Co.	Adrian, Soap Lake Stratford	Soap Lake
Touchet Irrigation & Imp. Co.....	Touchet	Touchet
Walla Walla Irrigation Co.....	Gardena	Walla Walla
Whitestone Irrigation & Power Co..	Loomis	Loomis
Yelm Irrigation Co.	Yelm	Yelm

WATER COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Anacortes Water Co.	Anacortes	Anacortes
Baker River Power, Light & Water Co.	Concrete	Concrete
Bisson & Hadder	South Prairie	South Prairie
Blaine Water Co.	Blaine	Blaine
Bridgeport Development Co.	Bridgeport	Bridgeport
Carson Water Co.	Carson	Carson
Castle Rock Water Co.	Castle Rock	Portland, Ore.
Chelan Electric Co.	Chelan	Chelan
City Water Works	Hatton	Hatton
Clarkston Irrigation Co.	Clarkston	Clarkston
College Place Water Works	College Place	College Place
Connell Land & Improvement Co..	Connell	Connell
Curlew Mining Co.	Republic	Republic
Duvall Light & Power Co.	Duvall	Duvall
Edmonds Spring Water Co.	Edmonds	Edmonds
Ellensburg Gas & Water Co.	Ellensburg	Ellensburg
Enumclaw Water & Light Co.	Enumclaw	Enumclaw
Everett Ry., Light & Water Co. ...	Everett	Everett
Fairhaven City Water & Power Co..	So. Bellingham ...	So. Bellingham
Garrison Fisher Co.	Bremerton	Bremerton
Georgetown Water Co.	Georgetown	Seattle
Gilman Water Co.	Issaquah	Issaquah
Goldbar Light & Water Co.	Goldbar	Seattle
Harmon, I. G.	Orting	Orting
Home Water & Power Co.	Mt. Vernon	Mt. Vernon
Hoquiam Water Co.	Hoquiam	Hoquiam
Ilwaco Water Works	Ilwaco	Portland, Ore.
Independent Electric Co.	Kelso	Portland, Ore.
Ione Water & Light Co.	Ione	Spokane
Jim Creek Water, Light & Power Co.	Arlington	Arlington
Kingston Power & Water Co.	Kingston	Kingston
La Conner Water Co.	La Conner	La Conner
Little Falls Water Co.	Vader	Vader
Malden Water Works Co.	Malden	Spokane

NAME.	LOCATION.	BUSINESS ADDRESS.
Maple Co-operative Water Co.	College Place	College Place
Marcus Light & Water Co.	Marcus	Hillsboro, Ore.
Maury Water Works Co.	Maury Island	Portage
Metaline Falls Light & Water Co..	Metaline Falls	Metaline Falls
Monroe Water & Light Co.	Monroe	Monroe
Newport Water Co.	Newport	Newport
Northwest Electric & Water Works.	Montesano, So. Bend.....	Montesano
Orchard Water Co.	Kalama	Kalama
Pacific Power & Light Co.	Kennewick, North Yakima, Pasco, Prosser	Portland
Port Angeles Water Supply Co....	Port Angeles	Tacoma
Rainy Valley Electric Co.	Morton	Morton
Raymond Light & Water Co.	Raymond	Raymond
Rucker Bros., Inc.	Marysville	Everett
Skagit Improvement Co.	Sedro Woolley Burlington	Sedro Woolley
Springdale Water Co.	Springdale	Springdale
Stevenson Water & Improvement Co..	Stevenson	Stevenson
Sumas Water Co.	Sumas	Sumas
Tacoma Water Supply Co.	Ruston, Tacoma	Tacoma
Toledo Water Co.	Toledo	Toledo
Tumwater Power & Water Co.	Tumwater	Tumwater
Van Arsdall, A. W.	Morton	Morton
Washington-Oregon Corporation ...	Centralia, Tenino, Chehalis, Vancouver	Vancouver
Washougal Water Co.	Washougal	Washougal
Washtucna Water System	Washtucna	Washtucna
West Seattle Electric Light & Water Co.	West Seattle	West Seattle
White Salmon Water Co.	White Salmon	White Salmon

ELECTRIC COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Anacortes Water Co.	Anacortes	Anacortes
Baker River Power, Light & Water Co.	Concrete	Concrete
Big Bend Light & Power Co.....	Davenport, Reardan, Harrington, Ritzville, Lind, Sprague	Spokane
Bremerton-Charleston Light & Fuel Co.	Bremerton, Charleston, Manette	Bremerton
Buckley Electrical Co.	Buckley	Buckley
Burlington Electric Co.	Burlington	Burlington
Central Power Co.	Pe Ell	Pe Ell
Chelan Electric Co.	Chelan	Chelan

NAME.	LOCATION.	BUSINESS ADDRESS.
Duvall Light & Water Co.	Duvall	Duvall
Edmonds Electric Light & Power Co.	Edmonds	Edmonds
Elma Light & Power Co.	Elma	Elma
Enloe Electric Co.	Fairfield, Rosalia, Malden, Waverly, Medical Lake	Spokane
Enumclaw Water & Light Co.	Enumclaw	Enumclaw
Everett Gas Co.	Monroe, Snohomish	Everett
Goldbar Light & Water Co.	Goldbar	Seattle
Granite Falls Electric Co.	Granite Falls	Granite Falls
Grays Harbor Ry. & Light Co.	Aberdeen, Cosmopolis, Hoquiam	Aberdeen
Hanford Irrigation & Power Co.	Hanford	Hanford
Idaho-Washington Light & Power Co.	Colton, Palouse, Farmington, Pullman, Garfield, Tekoa, Oakesdale, Ontonagon	Moscow, Ida.
Independent Electric Co.	Castle Rock, Toledo Little Falls, Winlock, Napavine, Woodland	Portland
Index Galena Co.	Index	Index
Ione Water & Light Co.	Ione	Spokane
Jim Creek Water, Light & Power Co.	Arlington	Arlington
Key City Light & Power Co.	Port Townsend	Port Townsend
Kulger, J. G.	Gray, Kulger, Springdale, Valley	Valley
Lewiston Clarkston Improvement Co.	Asotin Clarkston	Clarkston
Little Spokane Light & Power Co.	Chatteroy, Deer Park, Milan	Deer Park
Lynden Mill & Light Co.	Lynden	Lynden
Marcus Light & Water Co.	Marcus	Hillsboro, Ore.
Metaline Falls Light & Water Co.	Metaline Falls	Metaline Falls
Methow River Power Co.	Brewster, Bridgeport, Pateros	Spokane
Northern Clarke Co. Light & Power Co.	Yacolt	Yacolt
Northern Idaho & Montana Power Co.	Newport	Sand Point, Ida.
North Shore Light & Power Co.	Ilwaco, Long Beach	Ilwaco
North Washington Power & Re- duction Co.	Oroville Republic	Republic
Northwest Electric & Water Works.	Montesano, So. Bend	Montesano

NAME.	LOCATION.	BUSINESS ADDRESS.
Northwestern Electric Co.	Camas, Washougal	Portland
Okanogan Light & Power Co.	Okanogan	Okanogan
Olympia Light & Power Co.	Olympia, Tumwater.....	Olympia
Olympic Power Co.	Port Angeles	Port Angeles
Pacific Northwest Traction Co.	Burlington, Hamilton, Mt. Vernon, Lyman, Sedro Woolley	Bellingham
Pacific Power & Light Co.	Benton City, Pomeroy Centerville, Prosser, Dayton, Richland, Grand Dalles, Sunnyside, Grandview, Toppenish Granger, Watsburg, Goldendale, Walla Walla, Kennewick, Wapato, Mabton, White Bluffs, North Yakima, White Salmon, Pasco, Zillah	Portland
Pehrson Bros.	Ferndale	Ferndale
Portland Ry., Light & Power Co....	Vancouver	Portland
Puget Sound Electric Co.	Auburn, Kent, Tacoma.....	Tacoma
Puget Sound Inter. Ry. & Power Co..	Everett, Marysville	Everett
Puget Sound Traction, Light & Power Co.	Issaquah, Renton, Kapowsin, Ruston, No. Bend, Seattle, Orting, Snoqualmie, Puyallup, Sumner	Seattle

Operating Following Companies:

Burlington Electric Co.	Tacoma Railway & Power Co.
Lynden Mill & Light Co.	Whatcom Railway & Light Co.
Pacific Northwest Traction Co.	Puget Sound International Rail-
Puget Sound Electric Railway.	& Power Co.
Skagit Improvement Co.	
Rainy Valley Electric Co.	Morton Morton
Shelton Electric Co.	Shelton Shelton
Skagit Improvement Co.	Sedro Woolley Sedro Woolley
Skamania Light & Power Co.	Carson, Stevenson Stevenson
South Bend-Raymond Electric Co..	Raymond, South Bend... Raymond
Spokane County Electric Co.	Rockford Rockford
Starbuck Electric Co.	Starbuck Starbuck
Stevens County Power & Light Co..	Colville Colville
Sumas Electric Light Co.	Sumas Ballard
Tacoma Railway & Power Co.	Tacoma Tacoma
Tumwater Light & Power Co.	Leavenworth Leavenworth
Tumwater Power & Water Co.	Tumwater Tumwater
Twin City Electric Co.	Raymond, South Bend ... Raymond

NAME.	LOCATION.	BUSINESS ADDRESS.
Van Arsdale, A. W.	Morton	Morton
Washington-Oregon Corporation ...	Centralia, Chehalis, Kalama, Kelso, Tenino...	Vancouver
Washington Public Service Co.	Olympia	Olympia
Washington Water Power Co.	Colfax, Odessa, Spokane....	Spokane
Wenatchee Valley Gas & Electric Co.	Cashmere, Dryden, Entiat, Monitor, Orondo, Waterville, Wenatchee...	Wenatchee
Western Light & Power Co.	Camas, Washougal	Washougal
Whatcom County Ry. & Light Co. . .	Bellingham, Glacier, Maple Falls, Mt. Vernon.	Bellingham
Wilbur Electrical Co.	Wilbur	Wilbur
Yerex, S. J.	La Conner	La Conner

TELEPHONE COMPANIES.

NAME.	BUSINESS ADDRESS.
Angeles Telephone & Telegraph Co.	Port Angeles
Benton Independent Telephone Co.	Prosser
Bridgeport Land Co.	Bridgeport
Camas Telephone & Telegraph Co.	Washougal
Cascade Telephone Co.	North Bend
Cedarhome Telephone Co.	Stanwood
Chelan Valley Telephone & Telegraph Co.	Chelan Falls
Citizens' Independent Telephone Co.	Tacoma
Coffey Telephone Co.	Kalama
Cohasset Beach Telephone Co.	Bay City
Columbia Telephone Co.	Alderdale
Connell Kahlotus Telephone Co.	Connell
Connell Land & Improvement Co.	Connell
Cowiche Telephone Co.	Cowiche
Des Moines Rural Telephone Co.	Des Moines
Dryad Home Telephone Co.	Dryad
Edmonds Independent Telephone Co.	Edmonds
Ellensburg Telephone Co.	Ellensburg
Elma Telephone Co.	Elma
Endicott Telephone Co.	Endicott
Entiat Telephone & Telegraph Co.	Entiat
Fairfield Rural Telephone Co.	Fairfield
Fall City Telephone Co.	Fall City
Farmers' Independent Telephone Co.	Waterville
Farmers Independent Telephone Association	Toledo
Farmers' Mutual Telephone Co.	Hay
Farmers' Mutual Telephone Co.	Bellingham
Farmers' Telephone Association	Waverly
Farmers' Telephone Co. of Pe Ell	Pe Ell
Farmers' Telephone Line	Centralia

NAME.	BUSINESS ADDRESS.
Farmers' Telephone Co.	Ritzville
Farmers' Telephone Co.	Omak
Farmers' Tel. & Tel. Co.	Wenatchee
Granger Tel. & Tel. Co.	Kelso
Grant County Telephone Co.	Quincy
Green, G. F., Tel. Co.	Brewster
Hanaford Skookum Telephone Co.	Centralia
Harstine & Big Skookum Telephone Co.	Arcadia
Hettrick Telephone Co.	Yelm
Hicksville Wheeler Telephone Co.	Moses Lake
Home Telephone Co.	Silver Creek
Home Telephone Co.	Spokane
Home Telephone Co.	Bellingham
Home Telephone Co. of Puget Sound	Tacoma
Home Tel. & Tel. Co.	Chehalis
Ilwaco Tel. & Tel. Co.	Ilwaco
Independent Telephone Co.	Seattle
Inter Farmers' Telephone Co.	Leland
Inland Independent Telephone Co.	Spokane
Interstate Telephone Co., Ltd.	Spokane
Kennewick Valley Telephone Co.	Kennewick
Kent & Renton Tel. & Tel. Co.	Seattle
Kitsap County Telephone Co.	Bremerton
Lacey Chambers Prairie Mutual Tel. Co.	Olympia
LaCrosse Telephone Co., Ltd.	LaCrosse
Lake Washington Telephone Co.	Kirkland
Lewis River Independent Telephone Co.	Woodland
Liberty Lake Rural Telephone Co.	Liberty Lake
Lyle Telephone Co.	Lyle
Malden Supply & Power Co.	Malden
Maple Falls Telephone Co.	Maple Falls
McCleary Timber Co. Telephone Co.	McCleary
Medical Lake Telephone Co., Inc.	Medical Lake
Montesano Telephone Co.	Montesano
Mt. Tacoma Tel. & Tel. Co.	Eatonville
Newport Telephone Co.	Newport
North Shore Telephone Co.	Knappton
Northwestern Long Distance Telephone Co.	Tacoma
Okanogan Tel. & Tel. Co.	Okanogan
Olalla Telephone Co.	Olalla
Oregon-Washington Telephone Co.	Hood River, Ore.
Pacific Tel. & Tel. Co.	Portland
Peninsula Telephone Co.	Ciallam Bay
Peoples' Co-operative Co.	Gate
Porter Independent Telephone Co.	Porter
Poulsbo Rural Telephone Co.	Poulsbo
Prescott Tel. & Tel. Co.	Prescott

NAME.	BUSINESS ADDRESS.
Puyallup Valley Home Telephone Co.	Puyallup
Puget Sound Independent Telephone Co.	Everett
Quincy Telephone Co.	Quincy
Rainy Valley Electric Co.	Morton
Richmond Beach Tel. & Power Co.	Richmond Beach
Ridgefield, Sara & Vancouver Farmers' Union Tel. Co.	Ridgefield
Rosalia Telephone Co.	Rosalia
Rural Telephone Co.	Randle
Skagit River Tel. & Tel. Co.	Concrete
Skagit Valley Telephone Co.	La Conner
Skamania Co-operative Telephone Co.	Stevenson
Sunnyside Telephone Co.	Sunnyside
Tekoa Telephone Exchange	Tekoa
Touchet Central Telephone Co.	Touchet
Twin City Telephone Co.	Pasco
Washington Consolidated Tel. & Tel. Co.	Davenport
Washington Northern Tel. & Tel. Co.	Republic
Washougal Home Telephone Co.	Washougal
Washtucna High Line Telephone Co.	Ritzville
West Side Telephone Co.	Twisp
Whidby Telephone Co.	Langley
White Bluffs & Columbia River Telephone Co.	White Bluffs
Willapa Harbor Telephone Co.	South Bend
Yakima Valley Telephone Co.	Sunnyside

DOCKS AND WHARVES.

NAME OF DOCK.	COMPANY.
ABERDEEN.	
1. Harbor Dock	Harbor Dock Co.
ANACORTES.	
1. Anacortes Lbr. & Box Co.'s Dock	Anacortes Lbr. & Box Co.
2. City Float (municipal)	City of Anacortes
3. Curtis Wharf	Curtis Wharf & Coal Co.
4. Fidalgo Lbr. & Box Co. Dock	Fidalgo Lbr. & Box Co.
BANGOR.	
1. Bangor Dock	Bangor Dock Co.
BELLINGHAM.	
1. Citizens Dock	Citizens Dock Co.
2. Sehome Wharf	Bellingham & Northern Ry.
3. South Bellingham Dock	Bellingham Warehouse Co.
BREMERTON.	
1. Bremerton Dock	Bremerton Dock Co.
2. Bremerton Dock (municipal)	City of Bremerton
3. Helfner & Hoffman's Float	Helfner & Hoffman
CHARLESTON.	
1. City Dock	City of Charleston

NAME OF DOCK.	COMPANY.
CLALLAM BAY.	
1. Clallam Bay Dock	Alton Fairservice Co.
CLINTON.	
1. Clinton Dock	Salisbury Bros., Inc.
COLBY.	
1. Colby Wharf	U. V. Weeks, Owner
2. South Colby Wharf	G. F. Rust, Pres.
COUPEVILLE.	
1. Coupeville Wharf	Coupeville Wharf Co.
DOCKTON.	
1. Manzanita Wharf	David Hake, Owner
DUNGENESS.	
1. Dungeness Wharf	Dungeness Trading Co.
EAGLE HARBOR.	
1. Kunkler's Wharf (Winslow)	Eagle Harbor Trans. Co.
2. Winslow Dock	Eagle Harbor Trans. Co.
EDMONDS.	
1. City Dock (municipal)	City of Edmonds
EVERETT.	
1. City Dock	City of Everett
2. Everett Dock	Everett Dock & Whse. Co.
FAIRMONT.	
1. Fairmont Dock	Fairmont Wharf Co.
FRIDAY HARBOR.	
1. Carter's Dock	L. B. Carter, Owner
2. Friday Harbor Dock	Friday Harbor Pkg. Co.
3. Friday Harbor Wharf	San Juan Agriculture Co.
KENNEWICK.	
1. Kennewick Dock	Kennewick Improvement Co.
KINGSTON.	
1. Kingston Wharf	Kingston Wharf Co., Inc.
LA CONNER.	
1. La Conner City Dock	City of La Conner
LANGLEY.	
1. Langley Dock	J. A. Jensen, Mgr.
LOPEZ.	
1. Lopez Dock	J. H. Wall, Owner
LOWELL.	
1. Lowell Wharf	Everett Pulp & Paper Co.
MANCHESTER.	
1. Manchester Wharf	Manchester Improvement Co.
MANETTE.	
1. Manette Dock	Manette Improvement Assn.

NAME OF DOCK.	COMPANY.
MANITOU BEACH.	
1. Manitou Beach Dock	Manitou Beach Wharf Club
MARYSVILLE.	
1. Marysville Municipal Dock	City of Marysville
MAXWELTON.	
1. Maxwellton Wharf	Maxwelton Wharf Co.
NEAH BAY.	
1. Neah Bay Dock	Neah Bay Dock Co.
OAK HARBOR.	
1. Oak Harbor Wharf	Maylor Bros.
2. Polnell Point Dock	E. B. Stewart
OLYMPIA.	
1. Percival's Dock	J. C. Percival, Mgr.
ORCAS.	
1. Orcas Dock	W. E. Sutherland
PASCO.	
1. Pasco Dock	T. H. Potter, Mgr.
PLEASANT BEACH.	
1. Pleasant Beach Dock	Nichols Co., Inc., A. F.
PORT ANGELES.	
1. Morse Dock	Davis & Woods
2. Peoples' Wharf	Peoples' Wharf Co.
3. Port Angeles City Dock	Pt. Angeles City Dock Co.
PORT CRESCENT.	
1. Port Crescent Dock	P. S. Mills & Timber Co.
PORT MADISON.	
1. Port Madison Dock	Kitsap Co. Trans. Co.
PORT ORCHARD.	
1. Central Dock	J. M. Moore, Mgr.
PORT TOWNSEND.	
1. Hillside Wharf	Hillside Dock Co.
2. Standard Oil Co. Dock	Standard Oil Co.
3. Tyler St. Dock	Tyler St. Dock Co.
4. Union Dock	Union Dock Co.
PORT WILLIAMS.	
1. Port Williams Dock	H. J. Bugge, Owner
2. Washington Harbor Dock	H. J. Bugge, Owner
POULSBO.	
1. Poulsbo Dock	City of Poulsbo
QUILCENE.	
1. Quilcene Dock	Seaton Mill Co.
SARATOGA.	
1. Saratoga Wharf	H. G. Maule, Mgr.

NAME OF DOCK.	COMPANY.
SEABECK.	
1. Seabeck Dock	Hood's Canal Trading Co.
SEATTLE.	
1. Albers Dock	Albers Bros. Milling Co.
2. Colman Dock	Colman Dock Co.
3. Grand Trunk Pacific Dock	G. T. P. Dock Co.
4. Harbor Island Dock	Harbor Island Dock & W. Co.
5. Port Madison Wharf	Kitsap Co. Trans. Co.
6. Youngstown Dock	Drummond Lighterage Co.
7. Pier 1	N. P. Ry. Co., A. P. S. S. Co.
8. Pier 2	Alaska S. S. Co.
9. Pier 3	Galbraith Dock Co.
10. Piers 4 and 5	Arlington Dock Co.
11. Pier 6	West Coast Agencies
12. Pier 7	Schwabacker Dock & Whse. Co.
13. Pier 8	Dodwell Dock & Whse. Co.
14. Pier 10	Virginia St. Dock & Whse. Co.
15. Pier 12	Wall St. Dock Co.
16. Pier 14	Amer.-Hawaiian S. S. Co.
17. Piers A, B and D	Pacific Coast S. S. Co.
18. Pier C	Chas. H. Lilly Co.
SILVERDALE.	
1. Silverdale Dock	M. Thulsen, Owner
TACOMA.	
1. Commercial Dock	Commercial Dock Co.
2. Eureka Dock	Eureka Dock Co.
3. Municipal & City Docks	City of Tacoma
4. Pt. Defiance Dock	Met. Park Dist. Tacoma
TRACYTON.	
1. Tracyton Dock	Tracyton Dock Assn.
UNION CITY.	
1. Union City Wharf	Union City Dock Co.
WAUNA.	
1. Springfield Wharf	W. E. White, Owner

RAILWAY COMPANIES.

NAME OF COMPANY.	NAME OF COMPANY.
Astoria & Baker River.	Port Crescent Timber Trans. Co.
Baker River & Shuksan Ry.	Portland Ry., Light & Power Co.
Bellingham & Northern Ry.	Port Townsend Southern Ry.
Bellingham Terminal & Ry. Co.	Puget Sound & Baker River R. R.
Black Hills & Northwestern Ry.	Puget Sound Electric Ry.
Blakeley Railroad.	Puget Sound & Cascade Ry.
Blumauer Logging Co.	Puget Sound International Ry. &
Camas Prairie R. R.	Power Co.
Canadian Pacific Ry.	Puget Sound Traction, Light &
Cascades R. R.	Power Co.

NAME OF COMPANY.	NAME OF COMPANY.
Centralia & Eastern Ry.	Pullman Car Co.
Chicago, Milwaukee & St. Paul Ry.	Seattle Electric Co.
Columbia & Puget Sound Ry.	Seattle-Everett Traction Co.
Dalles, Portland & Astoria Nav. Co.	Seattle Issaquah Ry.
Everett Ry., Light & Water Co.	Seattle, Renton & Southern Ry.
Grays Harbor & Puget Sound Ry.	Seattle Southeastern Ry.
Grays Harbor Railway & Light Co.	Skagit Timber Co.
Great Northern Ry. Co.	Snake River Valley R. R.
Hall & Hall Ry.	Spokane & British Columbia Ry.
Highland Park & Lake Burien Ry.	Spokane County Electric Ry.
Idaho & Wash. Northern Ry.	Spokane & Inland Empire R. R.
Ilwaco R. R.	Spokane International Ry.
Lake Creek & Cour D'Alene Ry.	Spokane, Portland & Seattle Ry.
Little River Ry. & Logging Co.	Spokane Union Depot Co.
Loyal Railway.	Tacoma Eastern Ry.
Marysville & Northern Ry.	Tacoma Railway & Power Co.
Marysville & Arlington Ry.	Thurston County Railway Co.
Milwaukee Terminal Ry. Co.	Twin City Light & Power Co.
North Bend & Eastern Ry.	Vancouver Traction Co.
Northern Pacific Railway.	Walla Walla Valley Ry.
North Yakima & Valley Ry.	Washington & Columbia River Ry.
Olympia Light & Power Co.	Washington Electric Ry. Co.
Oregon-Wash. R. R. & Nav. Co.	Wash., Idaho & Montana R. R.
Oregon-Wash. & Idaho Ry.	Washington-Oregon Corporation.
Oregon Trunk Ry.	Washington Water Power Co.
Pacific & Eastern Ry.	Washington Western Ry.
Pacific Northwest Traction Co.	Waterville Ry.
Pacific Traction Co.	Wenatchee Valley & Northern Ry.
Pe Ell & Columbia River Ry.	Western Washington Power Co.
Peninsular Ry.	Whatcom County Ry. & Light Co.
Port Blakeley Mill Co.	Willapa Harbor Ry. Co.
	Yakima Valley Trans. Co.

TELEGRAPH COMPANIES.

NAME.	BUSINESS ADDRESS.
Continental Telegraph Co.	Seattle
Federal Telegraph Co.	Seattle
Pacific Telegraph & Telephone Co.	Portland
Postal Telegraph Cable Co.	Portland
Spokane Falls & Northern Telegraph Co.	St. Paul
Western Union Telegraph Co.	Seattle

EXPRESS COMPANIES.

NAME OF COMPANY.	LINE OPERATING ON.
American Express Co.	O.-W. R. & N. Co.
Great Northern Express Co.	G. N. Ry.

NAME.	LINE OPERATING ON.
Northern Express Co.	N. P. Ry.
Wells Fargo & Co. Express	C., M. & St. P. Ry.
Western Express Co.	B. B. & B. C. Ry., I. & W. N. Ry.

STEAMSHIP COMPANIES.

NAME.	ADDRESS.
Admiralty Tugboat Co.	Seattle
Allman-Hubble Tugboat Co.	Hoquiam
American Tugboat Co.	Everett
Anderson Boathouse	Ballard
Anderson Steamship Co.	Seattle
Angel, Wm.	5716 17th Ave. N. W., Seattle
Angeles Brew & Malt Co.	Seattle
Annapolis Improvement Club	Port Orchard
Batchelor, James	4706 North Gove St., Tacoma
Barbee, I. H.	Anacortes
Bellingham Gas Boat Assn.	1118 Forest St., Bellingham
Betts Towing & Wrecking Co.	Tacoma
Bevier, Frank	Pier C, Seattle
Birch Anderson Towboat Co.	Seattle
Birmingham Land Co.	Everett
Blekum Tug Co.	Seattle
Blewett, Sam	Burley
Border Line Transportation Co.	Tacoma
Bothell Transportation	Bothell
Boyd, Rueben	Vega
Boyden Tow Boat Co.	Seattle
Bremerton Boat House	Bremerton
Bremerton Dairy	Bremerton
Bremerton Ice & Fuel Co.	Bremerton
Bridges, G. G.	R. F. D. No. 1, Langley
Brighton Boat House	Seattle
Brooks, Paul	1007 Pacific Ave., Tacoma
Brown, Will H.	Seattle
Brown's Bay Logging Co.	Walker Bldg., Seattle
Bucoda Boom Co.	Bucoda
Bull, K.	Seattle
Burgett, Jas. S.	Anacortes
Buth, H. F.	2229 7th Ave., Seattle
Caldwell Bros. Transportation Co.	Aberdeen
Cammon & Larson	Gertrude
Cartmell, H. K.	Everett
Casler, F. A.	Chautauqua
Chapman	Bellingham
Chalmers, A. M.	West Sound
Chehalis Boom Co.	Aberdeen
Chesley Tug & Barge Co.	Seattle

NAME.	ADDRESS.
Christiansen, Nels	Box 51, Winslow
City Transfer Co.	Port Townsend
Cobb, Lorenzo M.	1600 37th Ave., Seattle
Columbia & Okanogan Steamboat Co.	Wenatchee
Columbia Steamboat Co.	Kennewick
Cooper, Jno.	Hoquiam
Cowan, A. E.	Olympia
Cram, B. O.	Langley
Crews Tug & Barge Co.	Bellingham
Crosby, Harry W.	Seattle
Crosby Tow Boat Co.	Seattle
Crown Lumber Co.	Mukilteo
Curry, Chas.	Anacortes
Cutting, J. W.	1111 So. C. St., Tacoma
Danel Bros.	Seattle
Darling, Albert M.	Olympia
Devlin Tug Boat Co.	Everett
Dockar, John J.	Kettle Falls
Dodwell & Co., Ltd.	Berlin Bldg., Tacoma
Donovan, J. M.	223 John St., Seattle
Dow Co., Inc., Frank P.	300-1-2 Ellers Bldg., Seattle
Dowell, S. L.	2044 Laurelshade, Seattle
Drummond Lighterage Co.	623 Coleman Bldg., Seattle
Dudley, W. B.	Islandale
Duwamish Boat Yard	486 Arcade Annex, Seattle
Dyer & De Long	Ballard
Eagle Harbor Transportation Co.	Winslow
Ehrick, E. A.	Yoman
Elder, G. H.	Long Branch Island
Elliott, I.	Adelaide
Elliott, W. J.	Anacortes
Elliott Bay Tug & Barge Co.	75 West Marion St., Seattle
Ely, W. A.	Harstine
Ely & Hutchinson	Harstine
Evans, Bert M.	City Dock 15th St., Tacoma
Everett City Tug Boat Co.	Everett
Everett-Seattle Navigation Co.	Everett
Everett-Tacoma Navigation Co.	Everett
Fabre, Frank	609 1st Ave., Seattle
Finsen, Fred H.	Cornet
Fitch & Taylor	Anacortes
Forbes, L. D.	Everett
Forester Tug Boat Co.	Aberdeen
Foss Launch Co.	1018 Nat'l. Realty Bldg., Tacoma
Frank, Irving	Leschi Park, Seattle
Frank Waterhouse & Co.	Seattle

NAME.	ADDRESS.
Freeland Transportation Co.	Everett
Frith, J. R.	Langley
Fussell, John	Ballard
Garfield, H. S.	Port Townsend
Geer & Young	Bellingham
Gilmore & Kratz Bros.	Bellingham
Gimbrel, C.	Seattle
Gismervig, Martin	817 East 35th St., Tacoma
Gladys Launch	Sylvan
Gracy & Saling	Everett
Grall, L. A.	26th Ave. W., Lee St., Seattle
Grant, W. G.	Room 20, Colman Dock, Seattle
Grayport Tug Boat Co.	Hoquiam
Grays Harbor Tug Boat Co.	Hoquiam
Green, D. K.	Holly
Grinrod, C. P.	Olympia
Gush, W. C.	Chautauqua
Hales Pass & Wollochet Navigation Co.	R. F. D. No. 1, Gig Harbor
Halvorsen, Albert	Eglen
Harley, C. S.	Seattle
Harrison Bros.	Montesano
Haskell, J. H.	Harstine Island
Hastings Steamboat Co.	Port Townsend
Hayes, E. S.	2319 Elm St., Bellingham
Hayes, Thomas	Bellingham
Hefner, Martin	Bremerton
Hendricksen, Ben	Pier 3, Seattle
Henry, M. G.	1420 27th Ave., Seattle
Hero Towing Co.	Room 16 Colman Dock, Seattle
Hewett Lea Lbr. Co.	Seattle
Hickox, L. B.	Port Angeles
Hillman, C. D.	Care Birmingham Land Co., Everett
Hoeck, Ole	Ballard
Hofercamp, P.	Bellingham
Holland, T. D.	Ft. Columbia St., Seattle
Hopkins, E. W.	Olympia
Hopper, E. W.	2220 W. 57th St., Ballard
Huldi I Towing Co.	Aberdeen
Humptulips Towing Co.	Aberdeen
Independent Sand & Gravel Co.	Aberdeen
Inland Navigation Co.	Seattle
Inter-Island Navigation Co.	Friday Harbor
Island Belt Steamship Co.	Anacortes
Island Passenger & Express Co.	Friday Harbor
Island Transportation Co.	Seattle
Iverson, Peter	Poulsbo

NAME.	ADDRESS.
Jacobson, Thos.	Ballard
Jakle, Wm.	Friday Harbor
James, Harry	P. O. Box 1048, Anacortes
Johnson, J. B.	Seattle
Johnson, J. E.	1121 Hewett Ave., Everett
Johnson, Marion	Anacortes
Johnson, H. R.	Allyn
Johnson Towing Co., N. L.	Seattle
Kasch, W. H.	Friday Harbor
Keene, Ed. S.	Duckabush
Key City Steamship Co.	Port Townsend
King, Frank L.	Port Orchard
King County Ferry	Seattle
King & Winge	Seattle
Kingsbury, W. D.	Portage
Kitsap County Transportation Co.	Seattle
Korter, H. J.	New Kamilche
Laird, E.	R. F. D. No. 1, Pearson
Lake Washington Tug & Barge Service	Seattle
Lake Whatcom Navigation Co.	Bellingham
Lancaster, C. B.	Anacortes
Lawrence, Oscar	Room 10 Haller Bldg., Seattle
Legg, P. E.	Quilcene
Lelsen, F. W.	Islandale
Leschi Boat House	Leschi Park, Seattle
Lien Bros.	Stanwood
Lillico Boat Co.	Foot Spring St., Seattle
Long, Clark	Sprague
Lorenz Bros.	1106 North K St., Tacoma
Lummi Navigation Co.	Bellingham
Macfarlane & Dickenson	200 Colman Bldg., Seattle
Mackie Bros., Inc.	Everett
Manette Transportation Co.	Manette
Marvin, Geo. A.	Tacoma
Maxwell, Wm.	Bellingham
McDermott, Fred	Kettle Falls
McDowell Steamboat Co.	Caledonia
McGill, F. L.	Anacortes
McLean, Daniel G.	3220 W. 64th St., Ballard
McMillan & Son, T. H.	711 White Bldg., Seattle
Meagher, Ed. S.	Seattle
Melsen, A.	Langley
Merchants Transportation Co.	Tacoma
Merkley, E. R.	Seattle
Meyer, Chas.	Muting Bay
Milwaukee Tug Boat Co.	Tacoma

NAME.	ADDRESS.
Milwaukee Tug Boat & Launch Co.	12th & Dock St., Tacoma
Mitchell, B. R.	Everett
Moran, Frank J.	523 1st Ave. So., Seattle
Morrison, Ella B.	Seattle
Morrison & Co., H. H.	Port Townsend
Munson, J. Kim	Shelton
Murray, J. J.	Seattle
Murrow, J. A.	Anacortes
Navy Yard Boat House Co.	Port Orchard
Navy Yard Route, Inc.	Seattle
Nedrow & Lewis	Anacortes
Nelson, N. M.	4103 Lynden Ave., Seattle
Nevitt, D. C.	Allyn
Newhall, Andrew	Friday Harbor
Nellson, Capt. P. A.	Seattle
Norton, C. A.	Anacortes
Occidental Fish Co.	Pier 18, Seattle
Old Tacoma Boat House	Tacoma
Olson, Albert	Poulsbo
Olson, Oscar	Everett
Olympia & Tacoma Navigation Co.	Olympia
Open River Transportation Co.	Oak St. Dock, Portland
Oregon-Washington Ferry & Navigation Co.	Seattle
Pacific Creosoting Co.	219 White Bldg., Seattle
Pacific Tow Boat Co.	24 Colman Dock, Seattle
Parmentier, D.	Sylvan
Paulson, Goldberg	Brownsville
Paysee, A. A.	Colman Dock, Seattle
Peacock, Wm.	Bellingham
Pearl Trading Co.	Port Angeles
Pearson, Capt. Pear.	Everett
Peck, O. C.	Everett
Peck Bros. Towing Co.	Everett
Perry, Willey F.	Anacortes
Peterson Bros.	Galbraith Dock, Seattle
Pfundt, Henry	Olalla
Pfundt, Louis	Olalla
Pfundt & Simpson	Olalla
Phinney, Frank	Port Townsend
Pillar Bay Packing Co.	Seattle
Pioneer Sand & Gravel Co.	Seattle
Point Defiance Pavillion Co.	Tacoma
Port Angeles Brewing Co.	Seattle
Port Angeles Transportation Co.	Seattle
Port Blakeley Transportation Co.	Port Blakeley
Port Orchard Boat House	Port Orchard

NAME.	ADDRESS.
Poulsbo Transportation Co.	100 Erie Ave., Seattle
Prather, J. H.	Langley
Price, F. N.	3409 Railroad Ave., Seattle
Puget Mill Co.	207 Walker Bldg., Seattle
Puget Sound & Baker River Railway & Boat Line	Burlington
Puget Sound Naval Station Route	Galbraith Dock, Seattle
Puget Sound Towage Co.	207 Walker Bldg., Seattle
Puget Sound Tugboat Co.	207 Walker Bldg., Seattle
Quilcene Oyster Co.	Quilcene
Randall, N. S.	Bellingham
Reeve, Fred G.	Galbraith Dock, Pier 3, Seattle
Reid, E.	Everett
Reifsnnyder, J. H.	Bellingham
Rickaby, Harry	Anacortes
River Transportation Co.	South Bend
Robertson, Robert	Seattle
Robinson Fisheries Co.	Anacortes
Rodgers, Wm.	Tacoma
Rollifson, Edw.	Everett
Rooney & Son	Bellingham
Rose, P. S.	R. F. D. No. 94, Port Blakeley
Rouse, A. A.	514 No. 61st St., Seattle
Russau, Henry	Everett
Ryan, Arthur	Poulsbo
Sallsbury, Bros., Inc.	Clinton
Sammamish Towing Co.	Bothell
Seaton Tug & Barge Co.	Quilcene
Seattle Tug & Barge Co.	Washington St. Slip, Seattle
Sewell & Misner	La Conner
Shain, M. G.	2213 W. 59th Ave., Seattle
Shaw, R. J.	Friday Harbor
Shelton Transportation Co.	Shelton
Shutt, C. H.	Aberdeen
Sigurdson, Capt. Fred B.	Mt. Vernon
Simonsen & Son, L.	111 Grand Trunk Dock, Seattle
Simpson	Care Bellingham Gas Boat Assn., Bellingham
Skagit Navigation Co.	Stanwood
Skagit River Navigation & Trading Co.	Seattle
Slayton & Sons, C. G.	Anacortes
Snelder, E. G.	Hoquiam
Soule Tug & Barge Co.	Hoquiam
Sound Packet Lines	Pier 3, Seattle
Sound Tug Co.	24 Colman Dock, Seattle
Sparling, Geo. W.	Hoquiam
Spencer, Arthur H.	City Dock, Everett
Spoon, Henry	Aberdeen

NAME.	ADDRESS.
Stanley, James	Tacoma
Star Steamship Co.	Pier 3, Seattle
Stetson Post Lbr. Co.	Seattle
Still, Edwin E.	City Dock, Ballard
Still Harbor & Tacoma S. S. Co.	City Dock, Tacoma
Stimson Mill Co.	Ballard
Stratton, Guy C.	Ballard
Streve & Bollong	Seattle
Superior Trading Co.	Tahalah
Sutherland, John	Seattle
Swanson, C. G.	Care Solar Light Co., Burton
Swift, E. A.	Seattle
Tacoma & Burton Navigation Co.	Tacoma
Tacoma Tug & Barge Co.	Tacoma
Tacoma Tug Boat Co.	Tacoma
Taylor, J. A.	Anacortes
Taku Transportation Co.	Anacortes
Taylor & Son, S. K.	New Kamliche
Theland	Care Bellingham Gas Boat Assn., Bellingham
Thomson, Harry D.	Hoquiam
Thornton, J. F.	Ballard
Thornton & Ballantyne.	Dockton
Thulsen, Mads	Silverdale
Thurber, Fred W.	Hoquiam
Tollaksen, M. E.	24 Colman Dock, Seattle
Tourist Transportation Co.	309 Savage Scofield Bldg., Tacoma
Tow Boat Owners Assn.	24 Colman Bldg., Seattle
Towle Tug & Barge Co.	Everett
Trafton, W. G.	Anacortes
Turgeon, Wm.	Ballard
Turner, H.	Seattle
Union Oil Co. of California	Seattle
Vashon Navigation Co.	Dockton
Vatican, R. J.	Aberdeen
Launches "Wander" and "Rainier"	Oialla
Washington Gas Boat Assn.	609 1st. Ave., Seattle
Washington Tug & Barge Co.	Seattle
Washington Tug Boat Co.	Polson Dock, Mt. Vernon
Weekes & Coffman	City Dock, Tacoma
West Pass Transportation Co.	Galbraith Dock, Seattle
West Side Barge Co.	210 Lowman Bldg., Seattle
Western Transportation & Towing Co.	Portland
Whidby Island Sand & Gravel Co.	Bellingham
White, F. W.	Box 1014, Anacortes
Whitehouse, Lewis	609 1st Ave., Seattle
Whitworth, R.	Seattle

NAME.	ADDRESS.
Wick, H. O.	Portage
Widstrom, W. E.	Seattle
Wiese, M. F.	726 Elmgrove St., Seattle
Willapa Transportation Co.	Raymond
Wilson, N. H.	Aberdeen
Wilson, Thos.	Elgin
Wilson Navigation Co.	Aberdeen
Wilson & Spinney	Bothell
Winters, I. R.	Bellingham
Winters Bros.	Bellingham
Wishkah Boom Co.	Aberdeen
Wood, Chas. A.	Anacortes
Wright, J. Frank	Anacortes
Wright, F. S.	Sylvan
Wright & Curry	Anacortes
Wright & Walck	Tacoma
Yeomans Boom Co.	Pe Ell

FINANCIAL STATEMENT OF THE PUBLIC SERVICE COMMISSION FROM DECEMBER, 1, 1912, TO
NOVEMBER 30, 1913.

EXPENDITURES FROM 1911 APPROPRIATIONS.—DECEMBER 1, 1912, TO MARCH 31, 1913.

	SALARIES							On- thrift Fund	Total
	Commis- sioners	Secretary	Rate Expert	Inspector	Engineer	Account- ant	Reporter	Tel. Expert	
Balance November 30, 1912.....	\$5,112 08	\$666 67	\$1,000 01	\$1,000 01	\$1,000 01	\$600 00	\$600 00	\$641 68	\$19,507 82
Disbursed Nov. 30, 1912, to Mar. 31, 1913.	4,333 36	666 67	1,000 00	1,000 00	1,000 00	600 00	600 00	885 88	18,486 28
Balance March 31, 1913.....	\$778 72	.....	\$0 01	\$0 01	\$0 01	.....	.....	\$705 80	\$1,071 14

Cash collected for certificates, transcripts, etc., Dec. 1, 1912, to March 31, 1913, turned over to State Treasurer, \$119.90.

EXPENDITURES FROM 1913 APPROPRIATION—APRIL 1, 1913, TO NOV. 30, 1913.

PURPOSE OF EXPENDITURE	Total Available for Fiscal Term, April 1, 1913, to March 31, 1915	Amount Spent from April 1, 1913, to November 30, 1913	Average Available per Month	Average Spent per Month	Balance on Hand November 30, 1913
Commissioners' salaries	\$28,000 00	\$6,983 27	\$1,166 65	\$1,122 90	\$19,016 73
Secretary's salary	4,000 00	1,333 32	166 65	166 65	2,666 68
Rate expert's salary	6,000 00	2,000 00	750 00	250 00	4,000 00
Assistant rate expert's salary....	3,000 00	1,000 00	125 00	125 00	2,000 00
Track inspector's salary	6,000 00	2,000 00	250 00	250 00	4,000 00
Assistant track inspector's salary	4,800 00	500 00	200 00	62 50	4,300 00
Chief engineer's salary	7,200 00	2,800 00	800 00	287 50	4,400 00
Assistant engineers' salaries	21,200 00	5,840 45	888 33	730 05	15,359 55
Accountant engineer's salary....	4,800 00	1,096 06	200 00	186 90	3,704 94
Court reporter's salary	3,600 00	1,200 00	150 00	160 00	2,400 00
Bookkeeper's salary	3,600 00	Nothing	150 00	Nothing	3,600 00
Office employees' salaries	40,200 00	4,955 66	1,675 00	619 45	35,244 35
Traveling expense and supplies..	42,000 00	9,269 48	1,750 00	1,158 70	32,730 52
Printing expense	7,500 00	1,414 15	312 50	176 77	6,085 85
Furniture and fixtures	2,000 00	462 96	83 38	56 62	1,547 04
Laboratory equipment	2,000 00	Nothing	83 38	Nothing	2,000 00
Engineer's expense Puget Sound Electric Railway *	15,000 00	2,721 16	625 00	340 14	12,278 84
Grade crossings *	25,000 00	Nothing	1,041 67	Nothing	25,000 00
Totals.....	\$225,900 00	\$45,065 50	\$9,412 46	\$5,683 19	\$180,834 50

* Special appropriations.

Cash collected for certificates, transcripts, etc., April 1, 1913, to November 30, 1913, turned over to State Treasurer, \$115.70.

TABLE No. 1.

**FINANCIAL REPORT OF GRAIN DEPARTMENT,
PERIOD JULY 1, 1912, TO NOVEMBER 30, 1913.**

	RECEIPTS						Disbursements
	General	Everett including Outlook and Toppenish	Spokane	Seattle	Tacoma	Total	Total
1912						Bal. \$788 78	
July	\$470 00	\$35 60	\$126 15	\$464 10	\$661 05	1,766 90	\$1,802 97
August	368 00	161 83	165 09	748 48	1,290 70	2,731 60	2,636 05
September	198 00	198 50	239 40	1,318 91	2,417 60	4,361 41	3,669 22
October	32 00	237 84	346 95	2,504 90	3,042 90	6,164 59	4,765 19
November	16 00	149 88	307 64	1,722 11	2,115 85	4,310 95	4,446 16
December		108 35	435 01	2,479 42	1,966 29	5,014 07	3,968 24
1913							
January		101 55	298 77	973 73	1,306 90	2,575 95	3,238 36
February	24 00	85 30	407 71	1,331 61	1,453 00	3,301 62	3,243 06
March	3 00	72 05	305 29	434 81	506 73	1,321 88	3,070 17
Totals....	\$1,104 00	\$1,139 90	\$2,636 01	\$11,978 07	\$14,691 02	\$32,332 78	\$32,332 78
April		\$77 90	\$368 98	\$1,402 10	\$1,709 39	\$3,558 37	\$2,590 62
May		51 95	221 48	885 03	932 66	2,091 12	2,575 75
June	\$146 00	62 50	156 11	984 76	956 45	2,257 82	2,358 73
July	304 00	56 40	91 58	577 86	455 55	1,484 84	2,240 24
August	108 00	87 60	126 18	330 51	950 95	2,066 19	2,069 51
September	88 00	115 95	344 64	1,898 67	2,597 90	5,045 16	3,396 46
October	27 00	119 70	401 84	3,513 03	3,158 88	7,220 45	4,536 83
November	4 00	133 30	228 04	1,725 98	1,584 65	3,685 97	3,623 10
Totals †..	\$972 00	\$705 30	\$1,948 75	\$11,767 44	\$12,348 43	\$27,441 92	\$24,330 29
Appropriation for chief inspector's salary.....						\$4,000 00	\$1,333 32
Appropriation for chief clerk's salary.....						2,400 00	800 00
Appropriation to apply on chief deputies' salaries.....						3,000 00	675 00
Appropriation for office furniture and equipment and expense.....						1,000 00	251 86
Totals.....						\$37,841 92	\$27,060 49

* \$1,590.89 reverted to state general fund at close of biennium.

† \$100,000.00 fund.

SUMMARY OF RECEIPTS AND DISBURSEMENTS.

	Receipts	Disbursements
Cash balance with State Treasurer July 1, 1912.....	\$788 78	.....
Total inspection collections and disbursements July 1, 1912, to March 31, 1913.....	30,482 33	29,675 72
Balance of 1911 salary appropriations.....	1,066 67	1,066 67
Excess inspection collections reverted to State General Fund March 30, 1913.....		1,590 39
Totals.....	\$32,332 78	\$32,332 78
Total inspection collections and disbursements April 1st to June 30, 1913.....	\$7,907 31	\$7,520 13
1913 general salary appropriations.....	10,400 00	1,175 00
Excess inspection collections April 1st to June 30, 1913.....		887 18
Unused 1913 general salary appropriations June 30, 1913.....		9,225 00
Totals.....	\$18,307 31	\$18,307 31
Total inspection collections and disbursements April 1st to November 30, 1913.....	\$27,441 92	\$24,330 29
1913 general salary appropriations.....	10,400 00	8,260 20
Excess inspection collections April 1st to November 30, 1913.....		8,111 63
Unused 1913 general salary appropriations November 30, 1913.....		7,189 80
Totals.....	\$37,841 92	\$37,841 92

EXPENDITURES FROM 1911 APPROPRIATION

GRAIN INSPECTION DEPARTMENT.

	SALARIES		Appropriation and Collections	Total
	Chief Inspector	Chief Clerk		
Balance November 30, 1912.....	\$666 67	\$400 00	\$2,864 55	\$3,931 22
Collected November 30, 1912, to March 31, 1913			14,824 57	14,824 57
Totals.....	\$666 67	\$400 00	\$17,689 12	\$18,755 79
Disbursed from November 30, 1912, to March 31, 1913.....	666 67	400 00	16,098 78	17,165 40
Balance March 31, 1913.....			\$1,590 39	\$1,590 39

EXPENDITURES FROM 1913 APPROPRIATION.

GRAIN INSPECTION DEPARTMENT.

	SALARIES			Office Expense	* Ex- penses, Etc.	Total
	Chief In- spectors	Clerks	Deputy In- spectors			
Balance April 1, 1913.....	\$4,000 00	\$2,400 00	\$3,000 00	\$1,000 00		\$10,400 00
Collected April 1, 1913, to No- vember 30, 1913 (c).....					\$23,755 95	23,755 95
Totals.....	\$4,000 00	\$2,400 00	\$3,000 00	\$1,000 00	\$23,755 95	\$34,155 95
Disbursed April 1, 1913, to No- vember 30, 1913.....	1,833 30	800 00	875 00	251 83	24,330 31	27,500 49
Balance November 30, 1913.....	\$2,666 70	\$1,600 00	\$2,125 00	\$748 12	† \$574 36	\$5,565 46

* Appropriation for deputy inspectors, traveling expense, postage and incidentals (so much thereof as may be necessary but in no event to exceed the collections of this department), \$100,000.

† Deficit.

(c) Collections for November \$3,685.97 not included, because not paid State Treasurer until after November 30, 1913.

TABLE No. 2.

INSPECTION AT ALL INSPECTION POINTS JULY, 1912, TO NOVEMBER, 1913,
INCLUSIVE.

	TACOMA		SEATTLE		SPOKANE		EVERETT		TOTAL	
	Grain Tons	Hay Tons	Grain Tons	Hay Tons	Grain Tons	Hay Tons	Grain Tons	Hay Tons	Grain Tons	Hay Tons
1912										
July	9,822	1,900	8,898	546	1,483	700	668	128	20,566	3,274
August	21,322	2,696	14,032	498	1,967	842	1,781	201	39,102	4,239
September ..	44,984	1,961	25,484	555	3,180	968	1,168	372	74,816	3,846
October	57,075	2,044	49,253	.....	4,784	1,354	2,638	621	113,700	4,019
November	39,685	1,323	33,149	1,040	4,207	1,329	1,667	513	78,695	4,305
December	36,291	2,005	37,570	1,009	6,029	1,708	758	835	80,643	5,647
1913										
January	22,399	975	18,277	1,005	4,244	987	1,067	692	45,977	3,699
February	25,217	2,187	25,376	1,050	6,654	980	1,546	223	55,798	4,360
March	24,768	2,071	19,942	379	4,315	1,062	953	61	49,978	3,573
April	12,845	1,082	17,393	770	5,114	1,323	947	426	36,299	3,556
May	15,912	1,232	16,199	424	2,472	1,244	737	220	35,317	3,170
June	15,794	1,596	18,758	483	1,253	1,097	833	243	36,643	3,371
July	7,169	1,521	12,141	172	802	556	958	133	21,160	2,397
August	13,950	1,693	17,504	1,153	1,257	826	710	676	33,421	4,353
September	47,191	2,204	40,731	486	5,740	1,190	806	970	94,465	4,860
October	55,609	3,204	70,485	2,314	7,395	1,223	1,463	592	135,172	7,333
November	25,696	2,512	24,119	799	3,664	1,010	1,845	576	55,324	4,397
Totals.....	475,629	32,235	449,300	12,643	64,605	13,364	20,537	7,487	1,010,071	70,779

TABLE No. 3.

SUMMARY OF WAREHOUSE REPORTS.
SHOWING GRAIN AND HAY RECEIVED AND SHIPPED FROM PUBLIC WARE-
HOUSES SEASON 1912-1913.

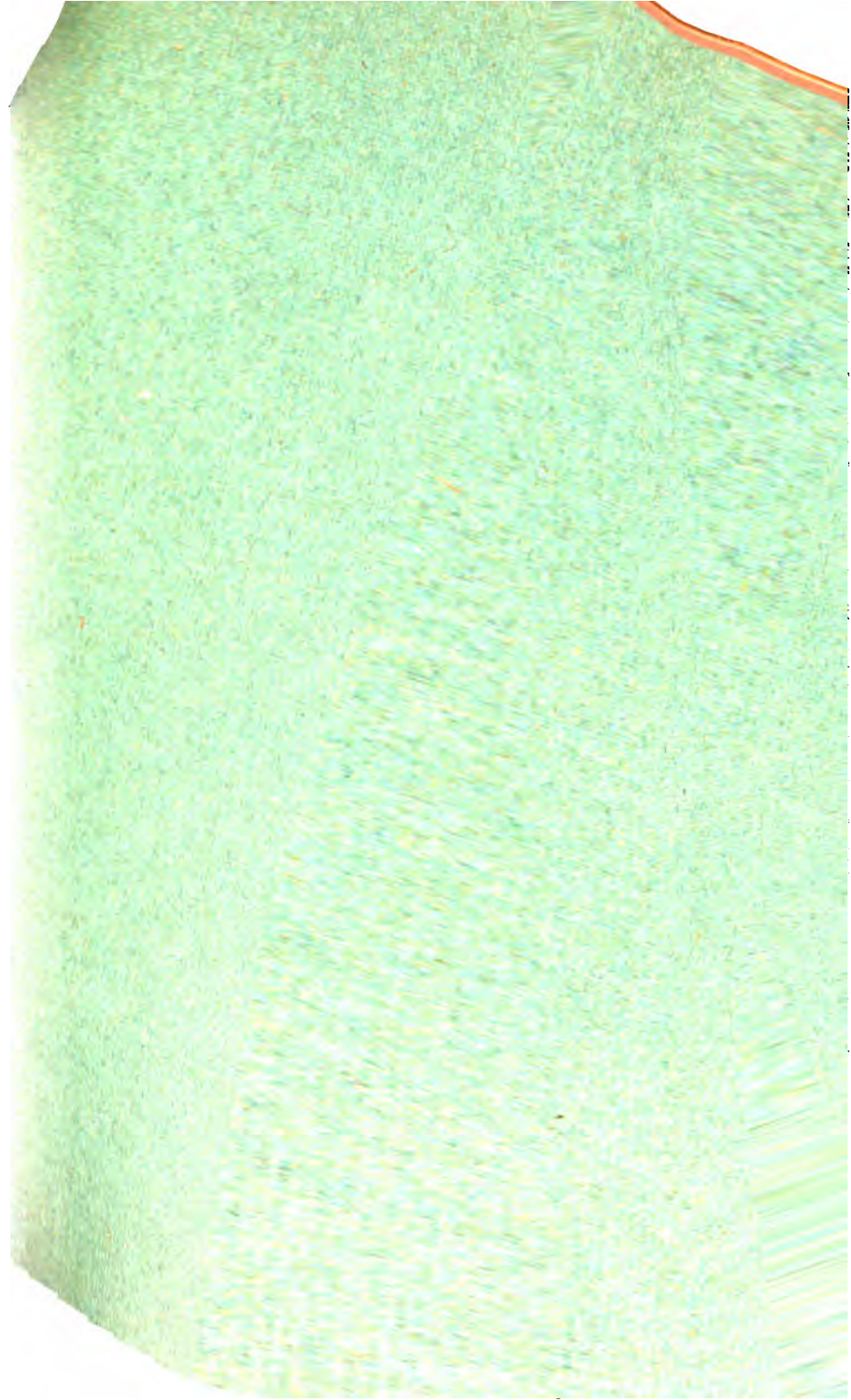
	RECEIVED		SHIPPED		ON HAND June 30, 1913	
	Sacks	Bushels	Sacks	Bushels	Sacks	Bushels
Wheat	16,009,892	33,427,062	15,975,174	33,886,810	216,686	434,791
Oats (36 lbs. per bu.)..	1,768,890	4,376,407	1,633,186	4,068,569	97,900	265,807
Barley (48 lbs. per bu.)	1,411,240	3,097,728	1,283,322	2,819,541	39,638	212,409
Rye (56 lbs. per bu.)...	23,011	62,069	26,878	62,148	2,365	5,165
Corn (56 lbs. per bu.)..	5,149	10,831	4,422	9,324	1,054	2,241
Totals	19,228,152	40,974,107	18,922,982	40,821,382	407,643	920,418
	Bales	Tons	Bales	Tons	Bales	Tons
Hay *	113,067	6,474	107,860	6,413	9,899	621

* Very little of the hay that is produced in the State passes through public warehouses and for that reason the report as given above may possibly be misleading. During the year 1912 there was shipped to the grain inspection points in this State 10,464 carloads of hay. Averaging them at 12 tons per car this would make a total of 125,568 tons coming to inspection points. This department has no way of knowing what percentage this represents of the total production in the State, but I am of the opinion that it does not represent more than 50 per cent. of the total production, and if this estimate is correct, this would make the total production in the State of 251,136 tons.

TABLE No. 4.

CARS OF GRAIN AND HAY RECEIVED AT TERMINAL MARKET FROM JULY 1,
1912, to NOVEMBER 30, 1913, INCLUSIVE.

	Tacoma	Seattle	Spokane	Everett
Wheat	17,280	11,817	1,313	750
Oats	864	2,292	474	279
Barley	1,132	1,026	126	66
Corn	815	664	42	75
Hay	4,724	8,569	1,611	1,009
Rye	18	65	6	.....
Totals	24,333	24,998	3,572	2,179



STATE OF WASHINGTON

Fourth Annual Report

OF THE

Public Service Commission OF WASHINGTON

TO

THE GOVERNOR



COVERING THE PERIOD FROM
DECEMBER 1, 1913, TO NOVEMBER 30, 1914

OLYMPIA.

FRANK M. LAMBORN



PUBLIC PRINTER.

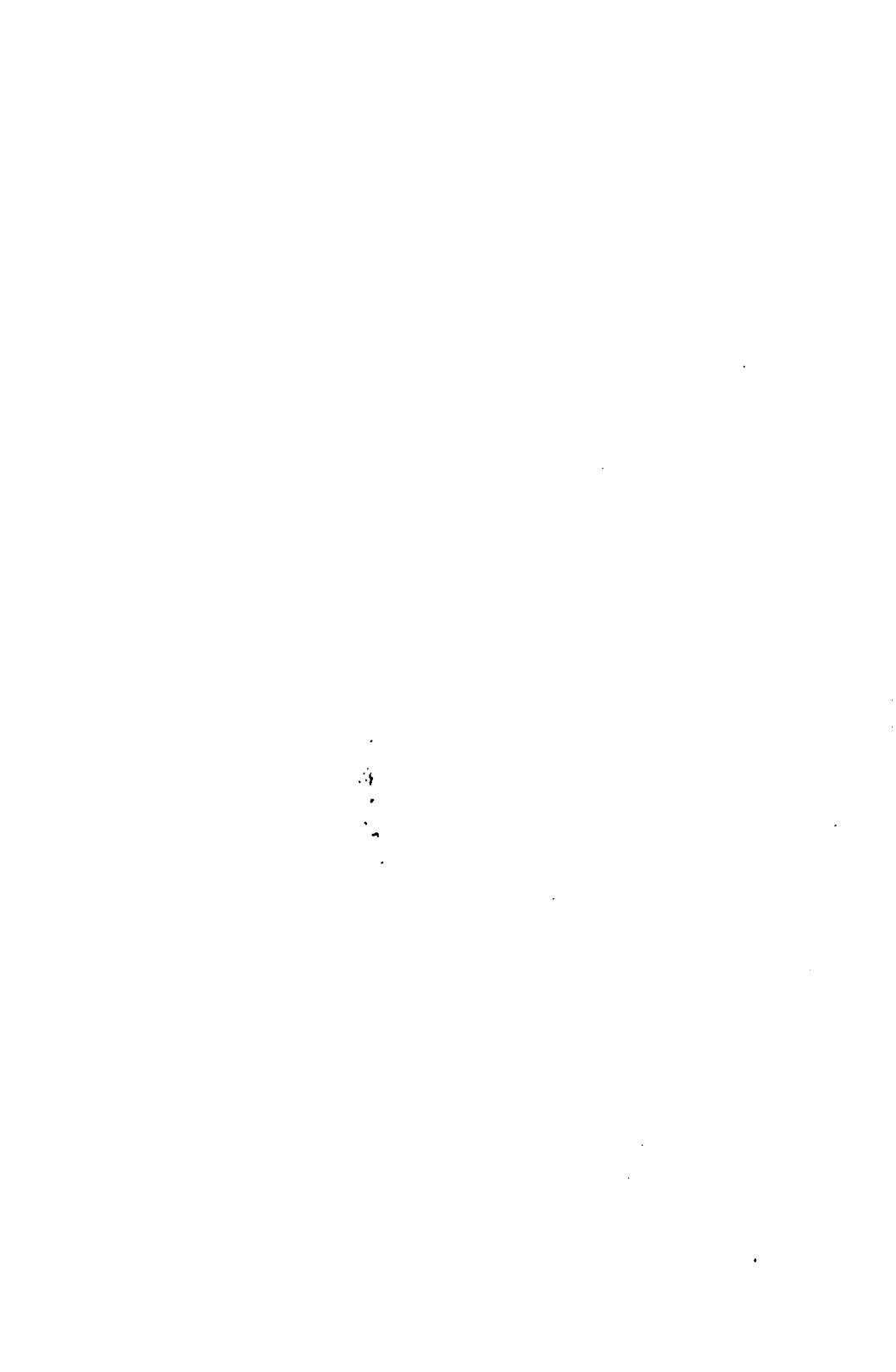
1914

**THE PUBLIC SERVICE COMMISSION
OF WASHINGTON.**

C. A. REYNOLDS, Chairman.

ARTHUR A. LEWIS, FRANK R. SPINNING,
Commissioners.

J. H. BROWN, Secretary.



To His Honored Name We Dedicate This Page



In Memory of
JUDGE M. M. GODMAN

Died November 9, 1914

Chairman of The Public Service Commission of Washington
from April 10, 1913, to September 1, 1914



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LETTER OF TRANSMITTAL.

To His Excellency, Ernest Lister, Governor of Washington:

SIR: Pursuant to the requirements of the Public Service act, the Public Service Commission of Washington has the honor herewith to submit the Fourth Annual Report of the Commission covering the twelve months ending November 30, 1914.

Very respectfully,

C. A. REYNOLDS, Chairman,

ARTHUR A. LEWIS,

FRANK R. SPINNING,

Commissioners.

J. H. BROWN, *Secretary.*

WORK OF THE COMMISSION.

Since the issuance of the Third Annual Report, the personnel of the Commission has changed, through the resignation and death of its Chairman, Judge M. M. Godman. The position thus made vacant was filled by you on August 24, 1914, by the appointment of C. A. Reynolds, who assumed the duties of office September 1, 1914, and was elected Chairman of the Commission.

On October 15, 1914, Stephen V. Carey, Assistant Attorney General, resigned, to enter the private practice of law. Mr. Carey had acted as counsel for the Commission for several years, and upon his resignation, this work was assigned, by the Attorney General, to Assistant Attorney General Scott Z. Henderson.

The number of cases handled by the Commission within the past year far exceeds that of previous years and indicates the necessity of reasonable provision for the anticipated future increase. The rapid increase of the business before the Commission is best illustrated in the following table, the periods named being those covered by the printed reports:

<i>Period Covered</i>	<i>Informal Complaints Disposed of</i>	<i>Orders in Formal Cases</i>	<i>Total</i>
June 23, 1905, to Dec. 31, 1906..	59	6	65
Dec. 31, 1906, to Dec. 31, 1908..	227	15	242
Jan. 1, 1909, to Dec. 31, 1909..	128	38	166
Jan. 1, 1910, to Oct. 30, 1910..	41	187	228
Nov. 1, 1910, to Dec. 31, 1911..	102	269	371
Jan. 1, 1912, to Nov. 30, 1912..	192	336	528
Dec. 1, 1912, to Nov. 30, 1913..	428	393	821
Dec. 1, 1914, to Nov. 30, 1914..	466	411	877

ELECTRIC LIGHT AND POWER PLANTS.

The diversified uses to which electricity is being put, call for careful study and thought on the part of commissions having the regulation of companies engaged in manufacturing and distributing the product of electrical plants. Indications point to a steady increase in the use of electricity for light and power purposes in suburban communities and rural districts. Electric service in this state, with minor exceptions, is supplied through a few large companies, by means of high power lines, extending in some instances hundreds of miles from the source of power to the point of consumption, and each community served is connected as a part of the whole system. For the Commission to value such systems and equitably and justly apportion such value of the property used and useful in furnishing service to the different localities, is a delicate task, requiring the most arduous and painstaking effort.

The Commission is now bringing to a close one such case, viz.: The valuation of the property of the Pacific Power & Light Company, Cause No. 1683. This company's holdings extend from Portland, Oregon, throughout the Yakima Valley, running as far east as Walla Walla, Dayton and Pomeroy, and supplying light and power to forty different cities and towns, in addition to numerous irrigation plants. The segregation of the value of this property, the division between communities and the further division as between states, bring before this Commission new principles of rate making such as few, if any commissions in the United States have been confronted with.

Similar in the elements and conditions surrounding it, is the property of the Washington Water Power Company of Spokane. This company, in addition to supplying the city of Spokane with light and power, also furnishes service to cities and towns throughout the Inland Empire and to several towns and industrial plants in the state of Idaho. Several of the towns that are being supplied with light and power by this company, have filed petitions requesting an adjustment of rates. The Commission has, therefore, filed a complaint for the valuation of the property of the company and engineering work will soon be commenced.

The complaint filed by the City of Spokane against the Washington Water Power Company for a reduction of rates, was brought to a close through the efforts of the Commission, the Commission consenting to the dismissal of the case providing a substantial reduction was made in rates to the consumers. The compromise schedule finally agreed upon carries a reduction in residential lighting rates of from 20 to 40 per cent, which, measured in dollars, will run considerably over \$100,000 per year reduction.

TELEPHONES.

The subject of telephone rates and service has been given much attention by the Commission, not only because of the complaints before it, but also because of the fact that the use of the telephone has practically become a common necessity, and the Commission therefore realizes the importance of securing the best service at a cost consistent with the character of the service demanded, which will be equitable to the patrons as well as to the companies. The

subject is one presenting unusual difficulties since it differs in almost every essential element from that presented by other utilities, and from the further fact that the larger part of the telephone service within the state is furnished by the Pacific Telephone & Telegraph Company and the valuation of the company's property has not yet been completed. The Commission is now in the midst of this valuation work and investigation of telephone practices generally, which will be completed within a few months.

The valuation of the property of this company is the largest single appraisement of a utility ever undertaken by the Commission and on account of the vast extensions to all parts of the state, the work has numerous complex problems not appearing in the ordinary appraisal. The magnitude of this work can best be appreciated by reference to the following facts: There are approximately 114,514 exchange stations, in addition to the 7,551 service or farmer line stations, receiving service from this one company alone in the State of Washington. These stations are served from exchanges ranging from Seattle, with 12 separate central office and 51,538 stations, to small rural exchanges, serving but few stations. In addition to the exchange appraisals, all of the toll property is being appraised. In an appraisal of this magnitude it is essential that every item of property be accurately listed and classified. The appraisal when finished will be complete in every particular and will show the cost of reproduction of every exchange, and the toll property by counties. The Commission can then arrive at the value of the whole or any portion of the plants of the telephone company throughout the state, and will be in a position to ex-

pedite the hearing of rate cases coming before it, which cannot be done at this time, in the absence of such valuation.

In addition to this general appraisal and investigation of telephone practices, the Commission has held hearings and issued orders in the matter of service in several cases of considerable importance within the last year, notably, Cause No. 947, the Commercial Club of Sedro Woolley vs. Independent and Skagit River Telephone Companies, praying for physical connection of the lines of the two companies in the town of Sedro Woolley. In this case the Commission ruled that physical connection was necessary and ordered said connection. Also Cause No. 1718, the Public Service Commission of Washington vs. Pacific Telephone & Telegraph Company in the matter of service to the residents of Hazelwood and White Bluff districts, located a few miles west of the city of Spokane. In this case the Commission ordered the company to extend its lines and to furnish service to these districts. The work has now started on this improvement which will cost in the neighborhood of \$16,000.

Assuming that the question of advanced deposits, required by a telephone company from its patrons, was not a question of rates, in which a valuation of the property was necessary, the Commission has advanced this feature of general investigation to a hearing. Citations were issued to 161 telephone companies in the state and the case was set for hearing at Seattle on October 28, at which time considerable testimony was taken and the case continued until December 15 to enable the Commission to secure further evidence. When this hearing is concluded the

Commission will issue its order, making such changes in the present practices as the evidence indicates is proper and just.

In order that the service rendered by telephone companies be kept up to standard, the Commission has inaugurated a systematic plan of inspection of service. Periodic inspection and tests will be made in the various exchanges throughout the state. In making these tests, a sufficient number of calls are placed, ranging over the various hours of the day, to secure results that are representative of the general service conditions. Records will be kept of every step of the operator in completing a call, the length of time taken for the operator to answer the line signal, the time taken to disconnect, etc. These tests will be compared with a standard for such service and will call attention to any deteriorating service which may exist.

RAILROADS, AND TRAFFIC DEPARTMENT.

The Commission, during the past year, made an extended investigation of the rates on coal from the Roslyn group of mines to points in the State of Washington, with the result that a final order was entered making reductions averaging 13 per cent of the gross freight charges, and an actual saving to the consumers in excess of \$50,000 per year should result from this order, basing the figures upon the output from the Roslyn group of mines for the year previous to the order. Much of the coal from this group of mines coming in active competition with the product from other mines not covered by the order, it is possible that this reduction may favor-

ably affect the price to consumers from such competitive mines.

The Commission also ordered a reduction in grain rates from points on the Mansfield branch of the Great Northern Railway to Puget Sound terminals, placing the rates from this branch on a basis closely conforming to rates for similar distances on other portions of the line, such reduction in rates accruing to the benefit of the community served, and amounting to an average of approximately one cent per bushel.

A modification of the "Distributive Rate Order" of the Commission was made whereby a few increases were allowed between points where it was admitted no volume of traffic moved; and the Northern Pacific Railway and the Great Northern Railway companies readjusted their tariffs so as to blanket certain territory which under the order as originally drawn could not be so covered. One of the results of this modification was a readjustment of the rates on agricultural products into the city of Everett to a competitive basis with Seattle and Tacoma, and a consequent wider market given to interior shipping points.

As a result of the mediatorial work of the Commission a very large percentage of the complaints against steam carriers has been adjusted satisfactorily to the complainants without the necessity of the expense of a formal hearing. It is due the carriers to say that, in most instances, they have met the Commission's efforts in this regard fairly; and the complainants have accepted the intervention of the Commission with a feeling of appreciation.

Generally, the physical properties of the steam carriers of the state are, in the opinion of the Commission, in better shape than they have ever been in the history of the state, and figures obtained from annual reports indicate that their financial standing has not been unreasonably impaired by the reduction of rates ordered by the Commission.

Since the former report, the joint line of the Chicago, Milwaukee & St. Paul and the Oregon-Washington Railroad & Navigation companies between Spokane and Marengo and extending south to Ayer Junction on the Snake River has been built; also the joint Willapa Harbor line and the Chicago, Milwaukee & St. Paul extension into Centralia and Chehalis have been completed and are now being operated; the Great Northern Columbia River line from Wenatchee to Oroville has been finished, and the Northern Pacific Railway Company announces the opening on December 15 of the new Point Defiance line, being a double track water grade from Tacoma to Tenino, connecting at that point with the completed double track of the main line into Portland. The Northern Pacific Railway Company has made extensive improvements in double tracking the approaches to the Cascade tunnel, and in installing safety devices and equipment with a view of eliminating all elements of danger and bringing this portion of their line up to the highest state of efficiency.

The Seattle, Port Angeles & Lake Crescent Railway, extending from Port Angeles eastward to Earles, approximately seventy-five miles, has been completed during the year, and is now in operation.

The construction of these new lines, in many instances invading territory of established carriers,

and the opening to use of the Panama Canal, have necessitated many changes in tariffs and in the rate situation, with the result that the work of the tariff department of the Commission has been greatly increased.

To establish the necessary uniformity in tariff construction of the various utilities other than the steam and electric roads, and express companies, has required almost constant attention, and entailed a heavy amount of work, but the efforts of the Commission in this direction are meeting with fair success.

WATER COMPANIES.

The work of the Commission in adjusting differences between consumers and water companies has been largely along the line of securing uniformity in rates and service. Many complaints are due to the fact that the water companies were in a majority of instances organized when the community to be served was small and the growth of the communities was not met by a proportionate investment and increased efficiency of the water companies. Originally in the small communities water service was furnished at a flat rate basis, which became unsatisfactory upon the growth of the community. Investigations and adjustments made by the Commission have been largely informal in their nature, and as a result the expense of valuations and formal hearings has so far not been incurred with the exception of one or two instances, which are referred to in another portion of this report.

IRRIGATION COMPANIES.

Since Chapter 117 of the Laws of 1911, known as the Public Service Commission Law, became effective a number of complaints against irrigation companies have been filed with the Commission by individuals who had purchased land or water rights, or both, from such companies. Where adjustments could not be secured without formal proceedings, hearings were held and such orders entered as appeared to the Commission to be just and reasonable.

Nearly all of these complaints were based upon inadequate and insufficient supply of water. In some of these cases the failure of the irrigation companies to furnish an adequate and sufficient supply of water was due to the fact that contracts had been made by the irrigation companies obligating them to furnish a larger quantity of water than was available. In other cases the irrigation companies had underestimated the cost of completing their works or the cost of maintenance and lacked the necessary financial ability to enable them to discharge their contractual obligations relating to water supply. In a few cases the water supply available was sufficient. but failure of the irrigation companies to provide measuring devices resulted in improper distribution of water, whereby some of the individuals entitled to water were unable to secure the quantity called for by their contracts. The remedy for cases involving inadequate supply due to lack of measuring devices is simple. In these cases the Commission has ordered and enforced the installation of proper measuring boxes or other devices, and thereby secured proper distribution of water.

The inability of irrigation companies to deliver the quantity of water called for in contracts executed by such companies creates a most unfortunate situation. In most cases of this character the individuals who had purchased land or water rights, or both, from irrigation companies have paid considerable sums to such companies for such property and made expensive improvements, only to find that when most in need of water no water was to be had, or at best not enough to make their lands productive. In nearly every case of this kind the injured party is without an adequate remedy either before the courts or the Commission, for the reason that neither court judgments nor decrees, nor orders of the Commission, can benefit the injured party if the irrigation company has not the financial ability to pay judgments or to comply with court decrees or Commission orders.

The Commission dwelt at length upon this subject in its letter of transmittal and review accompanying its second annual report. The experience of the Commission since its second annual report was made has confirmed the representations made in that report, and has convinced the Commission that it would be derelict in its duty if it did not reaffirm and emphasize those representations and indorse the recommendations made by the Commission in that report. The Commission wishes to bring to your attention the fact that reasonable regulation along the lines suggested by the Commission in its second annual report will not prevent the organization of, or injure or harass any irrigation company having the financial ability to do that which it undertakes when properly and honestly managed. Neither will such regulations prevent reclamation of irrigable lands. Irri-

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gation companies without necessary financial ability to perform the work undertaken by them and to discharge their just obligations, or which are not competently or honestly managed, do not and cannot reclaim irrigable land. On the contrary, such companies merely waste the assets entrusted to them, impoverish the people who place their confidence in them, and in the end produce nothing but a legal tangle which envelopes all irrigation companies in a cloud of suspicion, actually preventing legitimate development by responsible companies prudently managed. So-called "developments" of this character are liabilities, not assets. They hinder and delay real development. They bring the law and its administration into disrepute. They should not be tolerated.

Under existing laws the Commission is powerless to prevent bungling exploitation of natural resources held by companies of this character, or the misappropriation, misuse or waste of assets entrusted to them by purchasers of land or water rights, or to aid such purchasers in compelling irrigation companies to furnish a water supply sufficient to make their lands productive.

The Commission recognizes the fact that there are many successful irrigation projects in this state, successful in the full sense of the term. The successful projects constitute strong arguments for regulation, for they demonstrate that companies properly organized and equipped can, by securing competent and experienced engineers, conducting proper preliminary investigation and proceeding along legitimate lines, convert arid lands into paying farms, and create actual assets for the state.

Regulation would tend to prevent the organization of irrigation companies along lines contrary to those which experience has demonstrated must be followed to avoid disaster.

GAS.

The Commission's engineering force has been principally engaged for the past five months in appraising the property of the Seattle Lighting Company. This appraisal is now complete and the chief engineer's report is in the hands of the Commission. A hearing has been set for December 16, to fix the value of the property, after which hearings on rate adjustments will take place. This company is one of the largest manufacturers and distributors of gas in the West. The distributing system of the company covers practically the entire populated area of the city of Seattle, and also extends to Renton, the total length of gas mains being 538 miles.

The appraisal of the Everett Gas Company's property at Snohomish is also practically completed and the case set for hearing on December 12.

A number of informal complaints affecting gas companies have been received during the year, all of which have been satisfactorily adjusted by the Commission, without resort to formal hearings.

DOCKS AND STEAMBOATS.

Since the last report the Commission has held hearings upon the reasonableness of the rates of various steamboats and docks. The matter of regulating the rates, rules, and practices of these utilities, being entirely new, and the Commission having no precedent, the work has been necessarily attended

with more or less delay on account of a realization that the prosperity of water-locked points must depend upon safe and adequate service. As a result of some of the hearings, the wharfage rates have been reduced at many of the smaller water-locked points on Puget Sound and a decrease in passenger rates has been ordered and the orders of the Commission complied with and, notably, the passenger rates from Port Angeles and Port Townsend to Seattle. In addition to this, the Commission has steadily impressed upon water carriers the necessity of adopting a uniform weight basis for freight shipments to take the place of the former practice of weight or measurement which resulted in dissatisfaction and, in many instances, discrimination. As a result of this attitude of the Commission the weight basis has been adopted by one or two of the larger boat companies and it is hoped within the next year that other lines will find it to their advantage to abandon the weights and measurement basis and adopt the weight standard which enables shippers to know exactly what their charges will be.

The Commission is proceeding with a valuation and investigation of some of the principal docks at the larger ports with a view of ascertaining what changes, if any, should be required and it is expected that final adjustment of the practices and rates at the larger wharfs will be reached within the near future.

EXPRESS.

As stated in our former report, express rates ordered in by the Interstate Commerce Commission applying on interstate traffic, made such radical

changes in the general plan of express rates that it was thought advisable in the interest of uniformity and the shippers' needs to require express companies to put in effect rates applicable to state business on a similar basis but modified to meet the requirements of local conditions. With this in view, the Commission held numerous conferences with representatives of express companies and with commissions in adjoining states and it was formally agreed that in this state the general plan adopted by the Interstate Commerce Commission would be adopted, reducing, however, the minimum charge authorized by the Interstate Commerce Commission of 70 cents to a basis of 55 cents within the state. The Interstate Commerce Commission rates and state rates became effective March 10, 1914, and the general effect of the order was to consolidate the express companies, doing away with the former method of joint rates based upon a combination of the locals. The Commission required express companies to retain special commodity rates applying upon fruits, vegetables, fresh fish, butter and eggs and articles of a similar nature where the market conditions had been adjusted on the basis of such commodity rates, wherever such commodity rates were lower than the scale in the general order, except that for short distances where the rate per hundred pounds would only be from 5 cents to 10 cents increase. Under the new scale, express companies were permitted to apply the new scale rate and cancel the former commodity rates. The general effect of this order of the Commission was to reduce express rates throughout the state from zero to as high as 50 per cent, an average being approximately 20 per cent. The two principal benefits

to the shippers of this state are, first, that under the present rate schedules the markets of the producers are greatly extended and, second, the cancellation of the former joint rates and the installation of a through rate over two or more express companies on a basis similar to that which would apply if only one express company was used between the originating point and the point of destination.

The suit pending before this Commission as to the reasonableness of the express rates was not dismissed but continued in order to ascertain if the present schedules and basis of rates would give the desired relief and still permit express companies to operate at a profit. A further investigation will be made at the expiration of a reasonable time to ascertain the results and if found satisfactory final order will be entered confirming the present schedules.

ELECTRICAL CONSTRUCTION RULES.

Chapter 130 of the 1913 Session Laws, an act relating to electrical construction, requires that the provisions of the act shall be enforced by this Commission. The Commission is also empowered, upon a hearing, to amend, alter and change any and all rules therein contained and to supplement the same by additional rules. Complaints were received that certain features of the act could not be complied with by the public service companies without inflicting unreasonable burdens. Thereupon the Commission held hearings at which all interested parties were cited to appear, and as the result of such hearings several changes in and additions to the rules were made, eliminating the objectionable features without lessening the standard of safety. The rules as

amended and changed have been printed and distributed generally to companies and electricians throughout the state.

ESTABLISHMENT OF GRADE CROSSINGS.

During the year ending November 30, 1914, the Commission passed upon 63 applications for permission to establish grade crossings of railways by highways and of railways by railways. Of these applications 44 were granted on condition that crossings be constructed with standard level crowns, approaches and planking; 16 applications were granted on condition that conditions affecting safety of crossings be improved, speed of trains reduced, etc., while three applications were denied *in toto*.

At the end of the period mentioned 28 applications were pending.

In passing upon these applications the Commission first ascertained whether or not an over-crossing or under-crossing or deflection of highway to avoid crossing or secure a safer grade crossing was practicable.

In determining whether or not grade separation was practicable, the Commission took into consideration the amount and character of travel on the railroad and on the highway, the grade and alignment of the railroad and the highway, the cost of separating grades, the topography of the country and all other circumstances and conditions naturally involved in such an inquiry.

When separation of grades was found to be impracticable and conditions were found to be such that a grade crossing was necessary, the consent of the Commission was granted upon condition that the

crossing be constructed with a level crown extending at least 25 feet on either side of the railway track, that the approaches to such level crown be constructed with grades not exceeding 5 per cent and that the railway track be planked between the rails and for one foot on the outside of either side thereof. This plan of construction is referred to in the synopses of applications for permission to establish grade crossings hereinafter contained as "standard level crown, approaches and planking."

ELIMINATION, RELOCATION AND IMPROVEMENT OF DANGEROUS GRADE CROSSINGS.

For the purpose of enabling the Commission to give first attention to the grade crossings which were considered most dangerous by the Commissioners of the various counties in the state, the Commission forwarded to the Board of County Commissioners of each county, forms for reporting dangerous crossings, accompanied by explanatory letter and request for list of such crossings.

Reports were made to the Commission at the instance of the Boards of County Commissioners of the following named counties, as follows:

<i>County</i>	<i>Number of Crossings Reported</i>
Adams	4
Chehalis	3
Chelan	20
Clarke	6
Columbia	2
Franklin	4
Jefferson	4
King	120
Kittitas	12
Lewis	2
Lincoln	4
Pacific	11
Pend Oreille	4
Pierce	18
Skagit	12
Skamania	4
Snohomish	20
Spokane	7
Stevens	4
Thurston	3
Walla Walla	5
Whatcom	3

For the purpose of investigating dangerous crossings and devising plans for eliminating, relocating or improving such crossings, Mr. C. J. Colgan, civil engineer, was assigned to the Eastern Washington counties, and Messrs. E. L. Van Epps and C. J. Bartholet, civil engineers, were assigned to Western Washington counties.

These engineers were instructed to co-operate with the County Commissioners, County Engineers, and railway engineers, and endeavor to arrive at a solu-

tion of each case which would provide the greatest measure of protection to the public, consistent with just and reasonable disbursements by the counties and railroads affected.

These engineers have examined 267 crossings and submitted reports to the Commission which contain complete data relating to conditions existing at each of these crossings, including amount and character of travel on the railways and highways, length of views along railway in either direction from the highway available at each crossing, the location and character of the obstructions which limit views, the condition of planking and approaches, the character of highway involved, and other conditions peculiar to each crossing, together with recommendations relating to method of elimination, relocation or improvement believed to be practicable and justified.

No reports were made to the Commission by local authorities of the counties not named in the foregoing statement. Grade crossings located in counties from which reports to the Commission were made by the local authorities, were investigated by the Commission's engineers before such engineers commenced the investigation of grade crossings in counties from which no reports were received. In counties from which no reports were received, it was necessary to inspect all of the grade crossings located therein in order that the dangerous crossings might be identified and investigated.

Many of the grade crossings examined by the Commission's engineers are so located that elimination or relocation for the purpose of securing safer crossings is impracticable, taking into consideration the amount and character of travel on the railways and

highways, the cost of grade separation or relocation, the topography of the country, and other conditions. However, nearly all of such crossings are susceptible of alteration or improvement with a reasonable expenditure, which will materially reduce the hazard. A large number of grade crossings are well located with respect to view along the railroad from the highway but are poorly constructed. In some instances no level crown exists on either side of the railroad track, the approaches being steep and ending at or very near the railroad track on one or both sides; in some instances the view is obstructed by brush and trees or obstacles which may be removed with reasonable expenditure. Many of these crossings have been brought to the attention of the railroad companies responsible for their condition and the objectionable features have been removed by such companies, while negotiations are pending between the Commission and various railroad companies, relating to many other crossings in the same class which will undoubtedly result in such crossings being placed in good condition without requiring formal hearings or other proceedings by the Commission.

The data assembled by the Commission since the act of 1913 became effective, will enable the Commission, during the coming year, not only to bring about the elimination of many dangerous crossings, either by separation of grades or deflection of highway, but to effect a marked improvement in the condition of grade crossings generally throughout the state.

NEW LEGISLATION.

There are several matters of importance coming under this head and the Commission's recommendations thereon are contained in a separate report for convenience in printing and distribution.

During the year the Commission received from the printers a supply of maps of the state showing in colors the different railroad lines as constructed or proposed of date January 1, 1914, and showing the different railroad stations and other information. These maps were prepared in three different forms—a mounted wall map, a flat unmounted map, and a map folded with a manilla cover. The mounted maps were furnished for use in public libraries, railroad stations, hotels and to big shippers where they would be available for use by many persons. Through the cooperation of the county superintendents of schools, the unmounted maps were furnished to thousands of the common schools, particularly those in the rural districts which did not possess a late map of Washington. The folder maps were distributed generally to those who applied for them. All were distributed free of cost.

Aside from the necessarily extensive correspondence with respect to the formal and informal cases, the Commission and its employes have compiled a vast amount of data and written thousands of letters in answer to inquiries. These requests come not only from all parts of the state, but from similar commissions and others interested in other states.

**DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING STEAM
RAILWAY COMPANIES.**

BEFORE THE PUBLIC SERVICE COMMISSION OF WASHINGTON.

No. 313.

**PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. SPOKANE
INTERNATIONAL RAILWAY COMPANY, *Respondent*.**

The above entitled matter was heard by the Public Service Commission of Washington, and findings filed therein on the 18th day of September, 1911, fixing valuation upon the property of said company; this matter came on for hearing on the application of the respondent for a reduction of the valuation above mentioned;

By order dated Sept. 21, 1914, the Commission found that the purpose of said hearing was to fix a value to be used by the Tax Commission of this state; that the Legislature of the State of Washington repealed that portion of the statute which made the valuation of the Public Service Commission a basis for taxation in this state, and therefore ordered that said application be dismissed.

No. 793.

**PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF THE
EVERETT COMMERCIAL CLUB, INCORPORATED, *Complainant*, v. GREAT
NORTHERN RAILWAY COMPANY, *Respondent*, AND TRANSPORTATION
BUREAU OF THE NEW SEATTLE CHAMBER OF COMMERCE, *Intervenors*.**

April 16, 1914, the Commission made the following findings and order:

On June 1, 1909, the commercial bodies of Seattle and Tacoma filed a complaint before the Railroad Commission of Washington alleging that the class rates then applying from these cities to all points in the state, were excessive. Other cities and towns intervened and the proceedings soon assumed the character of a general investigation as to the reasonableness of all class rates between all points in the state.

After an exhaustive investigation existing over many months, the Public Service Commission of Washington (which in the meantime had succeeded to the powers and duties of the Railroad Commission) on February 5, 1912, entered an order effective March 2, 1912, making a general reduction in class rates of approximately 25 per cent. The order prescribed a scale of class rates for stated distances up to 700 miles, such rates to be of general application throughout the state. The order further prescribed a scale of lower distributive class rates to apply from and to thirteen of the more important centers in the state, including Seattle, Tacoma and Everett. Spokane was given still lower

rates to points within 100 miles radius. Class rates prescribed for general application were 10 per cent higher than the so-called distributive rates prescribed for the thirteen cities. The application of these distributive rates to the mileage of the Great Northern Railway resulted in the following maximum first class rates per 100 pounds:

Between Everett and Spokane, 306 miles.....	.93c
Between Seattle and Spokane, 339 miles.....	.99c
Between Tacoma and Spokane, 377 miles.....	\$1.07

The Distributive Rate Order applied to the mileage of the Northern Pacific Railroad from Tacoma to Spokane (395 miles) made a rate of \$1.10 per 100 pounds first class. For years prior to the publication of the tariffs required by the Commission's order of February 5th, 1912, Tacoma and Seattle had always been given the same class rates to Spokane and common points. The new tariffs, while reducing Tacoma's rates, established a differential to points of destination in Eastern Washington. This differential resulted from the longer mileage from Tacoma than Seattle. Complaint against this condition was made to the Commission by the Commercial Club of Tacoma, and thereafter the Commission by another order (No. 598) required the rates from Seattle and Tacoma to Spokane and common points to be equalized at 99 cents.

The Commission's order of February 5th, 1912, was not entirely satisfactory to the jobbing interests of Spokane. The reduced schedule did not provide a sufficient spread between carload and less than carload rates to permit the Spokane jobbers to get certain important commodities from the Coast in carloads and job the same out in less than carloads in nearby territory in competition with jobbers in the Coast cities, who, by the Distributive Rate Order, were given greatly reduced less than carload rates to interior consuming points. After much negotiation between the Commission and all of the parties concerned, this difficulty was adjusted by the railroads publishing carload rates conformable to the following agreement:

"At a conference held at Seattle, October 1, 1912, at which conference was represented the Spokane Chamber of Commerce and Spokane Merchants Association, Complainants in Cause 583; also the Transportation Bureau of the New Seattle Chamber of Commerce; also the Transportation Bureau of the Tacoma Commercial Club and Chamber of Commerce, joint intervenors in Cause 583; also the Northern Pacific Railway Company, Great Northern Railway Company, Oregon-Washington Railroad & Navigation Company, Defendants, an agreement was reached between the above named interests, to the following effect:

"The above named railway companies will proceed at once to file a tariff publishing the following named commodity rates and minimums on the articles hereinafter specified, namely:

"From Seattle and Tacoma,—

Blue vitrol	Rate .43	Minimum 40,000 lbs.
Tin cans	" .50	" 16,000 "
Dried fruit	" .52	" 30,000 "
Fish, salt and dried.....	" .40	" 36,000 "
Sugar	" .43	" 44,000 "
Syrup	" .43	" 36,000 "
Canned goods	" .43	" 40,000 "
Tea and tea dust.....	" .69	" 24,000 "
Rope	" .45	" 30,000 "

"It is agreed that during the thirty days period elapsing between the time the tariff is filed and the time it becomes effective, the order of the Public Service Commission in the case known as the Distributive Rate Case is to be amended upon the petition of the railway companies, so that the distributive rates out of Spokane shall be upon the basis of the Commission's order for other distributing centers, the order to become effective on the same date that the rates above named for the above list of commodities becomes effective.

"It is further stipulated between the parties hereto that the publication by the carriers of the above named commodity rates shall not be deemed voluntary, but that the same are published in order to compromise the controversy pending in Cause 583 and that the publication of said rates shall be without prejudice to the interests of any of the parties hereto in any pending litigation.

"The articles of paper and packing house products have also been a part of the discussion in Cause 583, but the parties are unable to fix at this time because of lack of information, the rate or maximum on these two items, and it is understood that if the railway companies shall publish a lower commodity rate on paper and packing house products than the rate now existing, such publication shall not be deemed voluntary, and no reference is to be made to that fact in the trial of the Confiscation Cause, but it is to be upon the same basis in all respects as the items above named where the rate and minimum is now fixed and agreed upon.

"The commodity rates hereinabove mentioned from Seattle and Tacoma to Spokane shall apply as the maximum from Tacoma and Seattle to all intermediate points, and as the maximum from all intermediate points to Spokane."

It will be noticed that by this agreement Spokane surrendered the lower rate it enjoyed within the 100-mile zone and consented to be put on the same basis as the thirteen other distributing points.

Although practically all the railroads in the state became parties to the general investigation before the Commission, the final order was made against the Northern Pacific Railway and the Great Northern Railway only. Those carriers believing that the order would reduce their carriage to the point of confiscation, commenced suits in equity

in the United States District Court to have the order set aside on constitutional grounds. These actions are still pending.

On September 16th, 1912, the Commercial Club of the City of Everett on behalf of the commercial interests of the city complained that Everett should be given commodity rates between Everett and points east thereof on the Great Northern, including branches, bearing the same relation to the commodity rates from Seattle and Tacoma that the class rates from Everett bore to the class rates from Seattle and Tacoma, that is to say: It was claimed that the commodity rates from Everett should be to the commodity rates from Seattle and Tacoma as 93 is to 99. The basis of this claim was that the distance from Everett being shorter, the lesser distance should be reflected in the commodity rates as well as in class rates.

Before this petition of the Everett Commercial Club came on for hearing, the Great Northern Railway Company under date of October 31st, 1912, filed a petition with the Commission in which it set up that it had been negotiating with the jobbers of Everett in an effort to reach an amicable judgment of their controversy; that as a result of such negotiations, it had been agreed between the railroad company and the Everett Commercial Club, that certain changes should be made, which, if made, would satisfy the complaint of the Everett Commercial Club. Some of these changes, however, could not be made without a modification of the Commission's order of February 5th, 1912. The Everett Commercial Club and Great Northern Railway therefore joined in requesting the Commission to approve the tariff agreed upon.

The adjustment between the Great Northern Railway and the Everett Commercial Club contemplated that the Great Northern Railway Company should reduce the rate on grain, flour and mill feed from all points between Mansfield and Cashmere, both inclusive, to Everett, one cent per 100 pounds below the rates then prevailing, and one cent per 100 pounds below the rates from the same points to Seattle, and that the Great Northern class rates from Everett to points east thereof should be published and maintained as shown in a schedule attached to the petition. This schedule provided that the first class rate from Everett to Vulcan, Washington, should be 64 cents graded up to 90 cents at Harrington, and that all class rates from Everett to points east of Harrington should be the same as the rates from Seattle to the same points. This would make the first class rate from Everett to Spokane 99 cents instead of 93 cents. The increase of the rate from Everett to Spokane from 93 cents to 99 cents would naturally involve a corresponding increase from Spokane to Everett.

The matter was taken up with the commercial bodies of Spokane who agreed to the readjustment. The Great Northern Railway Company proposed to make a rate of 79 cents first class from Spokane to Tunnel, 98 cents from Spokane to Sultan, with rates to points intermediate graded in proportion to distance. The 99-cent rate applying to Everett would also apply to all points on the Coast line, Ballard to

Milltown inclusive, to Monroe on the main line, and to Tolt on the Cherry Valley branch. The specific grain rates contemplated by such agreement would have been at that time 18¼ cents from Mansfield to Everett, graded down to 13 cents from Cashmere to Everett.

Since the petition we are now discussing was filed, this Commission in another proceeding, No. 943, has entered its order reducing somewhat the rates on grain and grain products in carloads from points on the Mansfield Branch to Seattle and Tacoma, so that if the readjustment proposed by the Everett Commercial Club and the Great Northern Railway is now carried out whereby the grain rates to Everett shall be one cent under the Seattle rates, the following carload rates on grain and grain products will be put into effect, to-wit:

To Everett,

From Cashmere	13	cents
From Monitor	13	cents
From Wenatchee	13	cents
From Malaga	13¼	cents
From Rock Island	13½	cents
From Columbia River	14	cents
From Moses Coulee	14½	cents
From Appledale	15	cents
From Palisades	15½	cents
From McCue	15½	cents
From Alstown	15¾	cents
From Douglas	16¼	cents
From Supplee	16½	cents
From Withrow	17	cents
From Byron	17	cents
From Mansfield	17	cents

The Distributive Rate Order of the Commission provided that the rates prescribed for application from the named distributing points should apply likewise in the opposite direction; that is to say, the rate from a given point into a distributing center should not exceed the rate from such distributing center out to said point. The compromise as first proposed by the Everett Commercial Club and the Great Northern Railway contemplated that the Distributive Rate Order should be modified so as to limit the application of distributive rates out from distributing centers only, that is, the distributive rates should read "from" instead of "between."

After consideration, the petition of the Great Northern Railway and the Everett Commercial Club was denied by the Commission by written findings of fact (Third Annual Report Public Service Commission, page 18). The findings so filed show that the Commission was moved to withhold its assent because the compromise agreement contemplated the elimination of the so-called "between clause" contained in the original Distributive Rate Order. This elimination, if approved, would have permitted an increase in rates from the smaller towns, not

named as distributing points, into larger trade centers that were established as distributing points.

The matter is now before the Commission again upon the petition as submitted before, except that the railway company now abandons its request that the so-called "between clause" shall be eliminated. The railway company also expresses its willingness, if petition as so modified shall be granted, to dismiss the actions pending in the Federal Court in which it is seeking to have the Distributive Rate Order overthrown in its entirety. If the petition as now amended shall be granted, the Distributive Rate Order when considered in connection with the order heretofore mentioned in Cause No. 598 which equalized Seattle's and Tacoma's rates to Eastern Washington points, will have accomplished the following results:

1. Class rates generally in the state will have been reduced approximately 25 per cent.

2. Tacoma will have been put on an equality with Seattle to Spokane and points in Eastern Washington taking Spokane rates, notwithstanding the greater mileage from Tacoma than from Seattle.

3. Spokane jobbers will have secured carload rates on important commodities required to enable them to successfully compete with the Coast in the territory immediately adjacent to Spokane.

4. Everett will have secured concessions which are deemed important by its commercial interests, and which the carrier affected is willing to concede without further contest upon the granting of the petition as it now stands.

5. The wheat growers of the Mansfield district will have secured a grain rate to tidewater one cent lower than the Commission considered it had power to prescribe in Cause No. 943.

6. The results which moved the Commission to deny the petition in its original form will not ensue.

7. Tacoma, Seattle and Everett will have an exact equality of rates to Spokane, this being the condition that had prevailed for many years prior to the Distributive Rate Order.

8. The litigation now pending in the Federal Court will be dismissed, thus saving the state great expense and perhaps useless expense in defending suits to secure results of doubtful value.

9. Perhaps more important than anything else is the fact that the unsettled condition of rates prevailing since the filing of the original complaint on June 1, 1909, will no longer be the cause of repeated efforts, made with some apparent color of justification, on the part of the jobbing interests of one city to secure advantages over competitors in other cities.

The only opposition to this proposed settlement of a very perplexing question comes from the representative of the commercial interests of Tacoma, a city which so far as the Commission has been able to discover, has no immediate or direct interest in this branch of the general rate question.

As already indicated, for many years prior to the effective date of the Distributive Rate Order, Everett, Seattle and Tacoma had always had the same rates to Spokane; that is to say, the rates from the several Puget Sound cities were "blanketed" instead of being on a straight mileage basis. The order of the Commission known as the Distributive Rate Order prescribed strictly mileage rates in lieu of those theretofore in effect. Although reducing rates generally, that order strictly applied according to mileage called for higher rates from Tacoma than from Seattle, and higher rates from Seattle than from Everett.

The first city to complain of this changed basis was Tacoma, which in Cause No. 598 insistently demanded that its disadvantages in mileage be disregarded and that it be given the same rates as Seattle. This demand was granted by the Commission over the protest of the railroad immediately concerned. The equality of rates demanded by Tacoma was re-established by the order made in Cause No. 598. It was necessary for the Commission to prosecute an action to the Supreme Court of the state to secure for Tacoma the equal rates it demanded. (*Northern Pacific Railway vs. Public Service Commission*, decided February 2, 1912, 36 Washington Decisions, 5.) Now, when it is proposed to make a further adjustment, which, if made, will finally settle all remaining controversy resulting from the Distributive Rate Order, that city which has secured an equalization for itself resists the adjustment. The effect of its present contention is that rates from the Coast jobbing centers to Spokane and common points, should not be on an equality.

The rate situation in this state is complicated. Its solution is a practical matter. This much is certain—either rates from the Puget Sound cities should be based solely on mileage, or they should be "blanketed." If Great Northern rates are to be made on a straight mileage basis, Seattle must take higher rates than Everett, and Tacoma must inevitably take higher rates than Seattle. If the mileage system is not adhered to, no reason can be suggested why the blanket should not include the three Sound cities.

The Distributive Rate Case in all its manifold aspects has been under discussion and consideration since June 1, 1909, nearly five years. At no time during that entire period has it ever been possible for all the conflicting interests in the state to remain agreed for any length of time upon exactly what should be done. If the case should be kept pending for another five years, it is equally improbable that all the differences between actively competing centers could be reconciled to the entire satisfaction of everybody. The best the Commission can hope to do is to secure approximately just, fair, reasonable and non-discriminatory rates. The advantages to be gained by the proposed settlement of this controversy are great and substantial. The objections to it are minor. Balancing the substantial advantages against the inconsequential objections, the former far outweigh the latter. The

Commission after serious and extended consideration, is of the opinion that the petition as it now stands should be approved.

It is, THEREFORE, ORDERED, That the Great Northern Railway Company be, and it is hereby granted permission to file and publish tariffs conformable to its petition as amended, anything in the Distributive Rate Order of February 3, 1912, to the contrary notwithstanding, this order to be effective upon the dismissal of said cases in the Federal Court.

No. 936.

PUBLIC SERVICE COMMISSION, ON RELATION OF KING COUNTY GRANGE AND ROBERT MAIN, *Complainants*, v. PUGET SOUND TRACTION, LIGHT & POWER COMPANY, *Respondent*.

Reduced passenger fare for school children.

September 3, 1914, the Commission entered an order reciting that the matters in controversy have been fully settled and the cause be and the same is dismissed.

No. 943.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF R. A. HUTCHINSON, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*, FARMERS' EDUCATIONAL AND CO-OPERATIVE UNION OF DOUGLAS COUNTY, *Intervenors*.

Complaint challenged the reasonableness of grain rates on the Mansfield branch of the Great Northern.

Hearings held at Spokane July 24, 1913; and at Mansfield September 22, 1913. Introduction of testimony concluded and parties allowed time within which to file briefs.

February 20, 1914, the Commission entered the following findings and order:

The Great Northern Railway Company is a corporation owning, operating and managing a system of railroad within this state as a common carrier of freight and passengers for hire. The main line of the defendant's system extends westerly from the Idaho-Washington boundary through the main line points hereinafter mentioned, to Seattle and Tacoma on Puget Sound. In connection with its main line the defendant owns, operates and manages a branch line known as the Mansfield branch extending northeasterly from a junction with the said main line at the Columbia River, a distance of 60.62 miles, to Mansfield, in Douglas County.

The complainant, R. A. Hutchinson, is a producer and shipper of grain and grain products from points on the Mansfield branch of the Great Northern Railway to Seattle and Tacoma.

On February 12, 1913, defendant issued its tariff G. N. Ry. GPC 23980, effective March 17, 1913, naming rates on grain and grain prod-

ucts and other commodities in carloads between stations in Washington therein shown, including rates from the stations hereinafter mentioned, to Seattle and Tacoma.

The rates per cwt. therein established on grain, flour and mill feed in carloads from the following main line points, were and are as follows:

Wenatchee	165.2 miles	14 cents
Malaga	172.5 miles	14 1/4 cents
Rock Island	117.11 miles	14 1/2 cents
Columbia River	181.5 miles	15 cents
Vulcan	185.7 miles	15 cents
Trinidad	190.5 miles	15 cents
Crater	196.7 miles	15 cents
Quincy	201.7 miles	15 cents
Winchester	207.8 miles	15 cents
Naylor		15 cents
Ephrata	218. miles	15 cents
Soap Lake	222.3 miles	15 cents
Stratford	233.5 miles	15 cents
Adrain	227.9 miles	15 cents
Wilson Creek	241.1 miles	15 cents
Krupp	247.6 miles	15 cents
Irby	256. miles	15 cents
Seward		15 cents
Odessa	264. miles	15 cents
Nemo		15 cents
Lamona	274.1 miles	15 cents
Downs	278.8 miles	15 1/2 cents
Mohler	282.4 miles	16 cents
Morocco	284.5 miles	16 1/2 cents

By the same tariff, rates per cwt. on grain, flour and mill feed in carloads to Seattle and Tacoma were and are established from points on the Mansfield branch as follows:

Moses Coulee	187. miles	15 1/4 cents
Appledale	192.2 miles	16 cents
Pallsades	197.3 miles	16 1/2 cents
McCue	202.8 miles	17 cents
Alstown	212.7 miles	17 1/2 cents
Douglas	218. miles	18 cents
Supplee	225.1 miles	18 1/2 cents
Withrow	230.6 miles	19 cents
Byron	236.5 miles	19 1/4 cents
Mansfield	241.9 miles	19 1/4 cents

(The distances shown are from the points named to Seattle, the mileage to Tacoma being 38 miles additional.)

The complainant alleges that the territory in the vicinity of the stations named, both on the main line and on the Mansfield branch, is

devoted largely to the production of grain and grain products, the greater portion of which is sold at Seattle and Tacoma; that producers served respectively by the main line and branch line are in competition with each other in the Puget Sound markets; that the rates named from Mansfield branch are in themselves unjust, unreasonable and excessive; that the adjustment whereby further distant points on the main line enjoy lower rates than nearer points on the Mansfield branch, is unjust, unreasonable and unduly discriminatory against producers and shippers on the Mansfield branch, and unduly preferential to shippers and producers served by the main line, and the complainant further alleges that there is no valid transportation reason why the rates from points on the Mansfield branch to Seattle and Tacoma should exceed the rates from main line points equally distant.

In answer to the contentions of the complainant, the defendant alleges that the service rendered in transporting grain and grain products from points on the Mansfield branch to points of destination on Puget Sound are well worth the rates charged and collected; that the territory adjacent to the branch line produces no traffic of any considerable amount other than grain and grain products; that such grain and grain products move from the branch line points within a period of six months, and during the balance of each year the territory furnishes no remuneration traffic; that the Mansfield branch was very expensive to construct, and owing to the steep grades and sharp curves made necessary by the topography of the country the expense of operating is heavy; that the defendant is compelled to pay at least nine per cent of its gross earnings in the State of Washington for taxes each year, and by reason thereof, neither the revenues of the branch line nor of any of its other lines in the State of Washington are able at present rates to earn a sufficient revenue to constitute a fair and adequate return upon the value of defendant's property; that any reduction in the rates complained of, or any interference with the right of the company to collect and receive its present revenues from traffic in the State of Washington, will deprive the defendant of a fair and adequate return upon its property, and work a confiscation thereof; that the principal traffic on the Mansfield branch, other than grain and grain products, is merchandise, the rates for which have been fixed by order of the Public Service Commission of Washington and cannot be increased; that the rates on all other traffic moving over said branch line are sufficiently high so that such other traffic pays its fair and just proportion of the expense of operating said railroad; that the rates and charges collected for transporting said grain and grain products are much less than the shippers were accustomed to pay before the construction of the Mansfield branch, and said transportation service is worth a great deal more than the rates and charges collected; that although the defendant's earnings do not exceed three per cent on the value of its property devoted to said transportation service, the shippers of grain and grain products from points on said branch are earning a

net return of not less than twenty per cent of the value of all property devoted to the raising and production of grain; that the defendant is compelled to, and does pay a higher rate of taxation on its property devoted to said service, and a much higher rate of wages for labor employed therein than is paid by the producers of such grain and grain products for taxes or labor, and by reason thereof the defendant is able to earn a much smaller return on its property devoted to transportation service than the shippers are able to earn on the value of their property devoted to the production of grain and grain products.

Further answering the complaint, the defendant alleges that the points on said branch line and the farming territory adjacent thereto, are located remotely from the general course of travel and freight traffic across the State of Washington; that the property used in the construction and operation of said branch line cannot, therefore, be used in the movement of any traffic except that moving to and from the points located thereon; that the property devoted to transportation service on the main line of the defendant's railway is so located that it can be, and is used for the movement of a large amount of state and interstate traffic moving across the State of Washington, and that the points on said main line mentioned in the complaint are so located as to take advantage of the movement of empty cars from Eastern states to Pacific Coast points, for the transportation of eastbound lumber, whereas, it is necessary to divert empty cars and haul them to points on the Mansfield branch for the movement of grain; that this empty car movement involves great expense which it is not necessary to incur in the movement of grain from main line points; that by reason of the greater use to which the railroad and equipment of the defendant can be applied on the main line than on the branch line, it is just and proper that higher rates and charges should be collected for the movement of traffic of the same character on the branch line than on the main line, and the defendant's answer concludes with the assertion that by reason of the facts so stated, the higher rates from the branch are just, reasonable and proper.

The issues raised by the complaint and the answer necessitates the consideration of two questions:

(a) Are the grain rates from the points on the Mansfield branch inherently unjust, unreasonable and excessive?

(b) Assuming that the branch line rates are not inherently unjust, unreasonable and excessive, are they discriminatory as compared with the lower rates from points equally distant on the main line?

That it might be fully informed concerning the subject under investigation, the Commission sent its statistician to the general office of the Great Northern Railway at St. Paul to secure data relating to the operations of the Great Northern Railway in this state, and particularly to the operations of the Mansfield branch. Voluminous statements were obtained which appear in the evidence in this case, but the Commission deems it sufficient to refer only to the figures for the fiscal

year ending June 30, 1912. The figures following are for that fiscal year, unless otherwise indicated.

The cost of the Mansfield branch to April 30, 1913, exclusive of equipment, was \$1,393,108.68. The value of the locomotive, baggage, mail and express cars, passenger coaches, freight equipment and work train equipment, assigned to the Mansfield branch, was \$34,362.41, as of June 30, 1913, which added to the foregoing cost of construction, makes a total of \$1,427,471.09. This cost is not strictly accurate, for the reason that it will be noted the cost of the road, exclusive of equipment and the value of the equipment, is not taken as of the same date. For practical purposes, this figure may be accepted as sufficiently accurate because the physical condition of the road and equipment has not changed materially during the past several years.

During the fiscal year under consideration, the tonnage over the Mansfield branch was as follows:

Grain	94,212,650 lbs.
Grain products	4,775,490 lbs.

Total all freight.....134,762,000 lbs.

REVENUES FOR YEAR.

Freight	\$65,578 82
Passenger	21,260 94
Other revenues	4,831 71

Total revenue \$91,671 47

EXPENSES FOR YEAR.

Operating expense	\$68,084 22
Taxes	19,049 28

Total expense 87,133 50

Net revenue over operating expenses and taxes.. \$4,357 97

It will be noticed that the taxes paid on the Mansfield branch are over 20 per cent of the total gross revenues from all sources.

In 1912 (fiscal year) the average revenue per ton per mile on the line of the Great Northern Railway in the state was 0.01033, and the average revenue per ton per mile on the Mansfield branch was 0.02086.

The following figures appear in evidence and show the operations on the Mansfield branch as compared with the Spokane division of the main line and the Cascade division of the main line:

FREIGHT REVENUE PER MILE OF TRACK:

Spokane, main line.....	\$9,443 25
Cascade, main line.....	10,451 30
Mansfield branch	1,081 80

FREIGHT REVENUE PER TON MILE: (Cents)

Spokane, main line.....	.817
Cascade, main line.....	1.093
Mansfield branch	2.086

PASSENGER REVENUE PER MILE OF TRACK:

Spokane, main line.....	\$2,916 50
Cascade, main line.....	5,400 38
Mansfield branch	346 08

PASSENGER REVENUE PER PASSENGER MILE: (Cents)

Spokane, main line.....	2.483
Cascade, main line.....	2.514
Mansfield branch	2.917

TON MILEAGE:

Spokane, main line.....	389,811,854
Cascade, main line.....	142,554,797
Mansfield branch	3,143,469

PASSENGER MILEAGE:

Spokane, main line.....	40,242,294
Cascade, main line.....	32,074,128
Mansfield branch	719,241

PER CENT OF OPERATING EXPENSE TO OPERATING REVENUE:

Spokane, main line.....	71%
Cascade, main line.....	106%
Mansfield branch	79%

COST PER 100 TON MILES (in cents) FOR FREIGHT

OPERATING EXPENSES NOT INCLUDING TAXES:

Spokane, main line.....	35.29
Cascade, main line.....	80.40
Mansfield branch	106.11

OPERATING EXPENSE PER MAIN TRACK MILE:

Spokane, main line.....	\$8,839 51
Cascade, main line.....	16,795 11
Mansfield branch	1,123 13

**COMPARATIVE STATEMENT OF REVENUES (FREIGHT AND PASSENGER) AND
OPERATING EXPENSES PER MILE OF TRACK ON SPOKANE AND
CASCADE DIVISIONS AND MANSFIELD BRANCH, FOR
YEAR ENDING JUNE 30, 1912.**

	<i>Revenue</i>	<i>Operating Expense</i>	<i>Net Revenue</i>	<i>Deficit</i>
Spokane	\$12,359 75	\$8,839 51	\$3,520 24	
Cascade	15,851 68	16,795 11		\$943 43
Mansfield branch	1,427 88	1,123 13	304 75	

The defendant introduced a statement in evidence (Exhibit 8) showing that in the construction of the Mansfield branch, 179,080 cross-ties were used, costing \$85,703.42; that the average life of these ties is but eight years, making an annual depreciation on ties of \$10,712.93 for the entire branch, or \$176.70 per mile of track per year. Up to June 30, 1913, the branch had been in operation thirty-one months during which time but \$356.68 has been charged to renewal of ties. The defendant claims this charge does not represent the normal depreciation; that as the ties approach the end of their useful life, heavy renewals must be made, the expense of which should be charged back into the operating expenses of the years during which the ties were in use. There is much force in this claim, and if due allowance is made in the operating expenses for the normal depreciation of ties, the net revenue per mile of track for the Mansfield branch as shown above, would be materially reduced.

At the time of the hearing, one locomotive was assigned for service on the Mansfield branch. This engine on the Mansfield branch has a rating of 600 tons, while an engine of the same class on the Spokane division is rated at 1200 tons.

LOADED AND EMPTY CAR MILEAGE, MANSFIELD BRANCH, JULY, 1912, TO
JUNE, 1913.

Southbound, loaded	118,959
Southbound, empty	24,692
Northbound, loaded	82,555
Northbound, empty	68,813

A large proportion of this northbound empty movement occurred from October, 1912, to February, 1913, inclusive, and undoubtedly was occasioned by the necessity of hauling in empty cars to handle the season's wheat southbound.

During the same period, the car movement on the Spokane division (in Washington) and Cascade division, was as follows:

SPOKANE DIVISION.

Westbound, loaded	6,534,685
Westbound, empty	4,406,507
Eastbound, loaded	9,934,553
Eastbound, empty	1,043,569

CASCADE DIVISION.

Westbound, loaded	3,522,836
Westbound, empty	1,997,504
Eastbound, loaded	5,102,279
Eastbound, empty	600,604

From the foregoing statistics it will be noticed that while the freight revenue per ton per mile on the Mansfield branch is about twice as much as on the Spokane and Cascade divisions, the freight revenue

per mile of track is only about one-tenth as great; that while the revenue per passenger mile on the Mansfield branch is slightly more than on the main line the passenger revenue per mile of track is but \$346 on the Mansfield branch as compared with \$2,916 on the Spokane division and \$5,400 on the Cascade division.

The statements of car mileage show that the percentage of empty to loaded car miles on the Mansfield branch is much greater than on the main line. The foregoing statistics, as a whole, tend strongly to establish the defensive matter alleged by the defendant, as stated above.

The Mansfield branch was opened for operation in November, 1909. It extends in a northeasterly direction from Columbia River station on the main line of the Great Northern, a distance of 60.62 miles, to Mansfield. From Columbia River station to Palisades, a distance of 16 miles, there is an ascending grade of one per cent. From Palisades to Alstown, a distance of 17 miles, there is an ascending grade of two per cent practically all the way. From Alstown to Mile Post 46½, a distance of 14 miles, there is an ascending grade of 1.8 per cent. From Mile Post 46½ to Mansfield, the end of the line, the maximum northbound grade is one per cent. Between Mansfield and Mile Post 46½, there is an ascending southbound grade of 1½ per cent. From Columbia River station to McCue, a distance of about 21.1 miles, the line runs through a canyon with steep grades and a succession of sharp curves. The territory between Columbia River station and McCue furnishes practically no traffic. From McCue to Mansfield the line runs through a section devoted almost exclusively to wheat raising. Before the construction of the branch, part of the wheat from this district was hauled by team to Bridgeport on the Columbia River, and transported down the river to Wenatchee, and part was hauled by team eastwardly to Coulee City, a station on the Washington Central branch of the Northern Pacific Railway. The haul from Mansfield to Bridgeport is about 16 miles, and from Mansfield to Coulee City, about 30 miles. Since the construction of the Mansfield branch, very little wheat has been hauled to the river, but a considerable portion of that raised in the territory between Mansfield and Coulee City has been hauled to the latter station. The rate from Coulee City to the Coast is 17 cents, and from Mansfield, 19¼ cents. Because of the difference in freight rates, many of the growers find they can clear about two cents per bushel more profit by shipping from Coulee City than from Mansfield. Since the construction of the branch the business of growing wheat has generally become more profitable and land values have materially increased. On many of the wheat farms in the Mansfield district, the average yield per acre is about 15 bushels. The evidence is conflicting as to how much profit can be made by the wheat producers under present conditions. The average price of wheat in the Puget Sound markets as shown by the evidence in the case is 86 cents. When the yield is not more than 15 bushels per acre, wheat costs nearly 85 cents per bushel f. o. b. Mansfield. It is plain from the evi-

dence that the low yield rather than high freight rates is responsible for the small profits realized by many of the wheat growers.

As shown above, the net revenue over operating expenses and taxes for the fiscal year ending June 30, 1912, without making any additional allowance in operating expenses for a normal depreciation on ties, was \$4,537.97. The cost of the line, including equipment, was \$1,427,471.09. The defendant in 1912 was taxed for its Mansfield branch on a valuation of \$2,001,579. Assuming the first figure to represent the real value of the branch, the net return for the year 1912 was three-tenths per cent (.3%) and assuming the amount used as a basis of taxation represents the true value of the line, the rate of return for that year was two-tenths per cent (.2%). In crediting revenues to the Mansfield branch, the defendant has given to that branch credit for all revenues arising from traffic moving wholly upon the branch, on traffic moving partly on the branch, and partly on the main line, the revenues have been credited to the branch and to the main line on the basis of mileage. The principal traffic of the Mansfield branch, as already stated, is wheat, practically all of which moves to Puget Sound. In crediting the revenue on the basis of mileage, it works out that practically 25 per cent is given to the branch and 75 per cent to the main line. The complainant contends that because the branch furnishes a large volume of traffic to the main line which the main line would not otherwise enjoy, the branch is entitled to a larger credit than a straight mileage *pro rata*, and if the proper credit should be given, the net return shown by the branch would be materially higher. The Commission has given this contention consideration, and while not denying that there may be considerable merit in it as an abstract proposition, it finds that any system of accounting that might be adopted would not show the earnings on the Mansfield branch to be sufficiently high to justify a reduction in rates because of excessive earnings. During the year 1912, there were 98,988,140 pounds of grain and grain products moved from points on the Mansfield branch, practically all of which went to Puget Sound. The average rate paid on this traffic was probably somewhere in the neighborhood of 18½ cents, making a total revenue of \$183,128.05, 25 per cent of which, or \$45,782, would be credited as earnings to the Mansfield branch. The total gross revenue for the Mansfield branch for the fiscal year ending June 30, 1912, was \$91,671.47. If \$45,782 was the revenue from the grain traffic, the difference or \$45,868.47, would represent the revenue from all other sources. During the ten months ending April 30, 1913, the total amount of grain and grain products shipped from the Mansfield branch was 149,395,600 pounds. Assuming that all of this moved to Puget Sound at an average rate of 18½ cents, the total earnings would be \$276,381.86. If one-half of this revenue instead of 25 per cent should be credited to the Mansfield branch, the credit to that branch on this traffic would be \$138,190.93. This gross revenue added to the gross revenue from all other sources other than grain traffic, as shown by the operation for the year 1912, would make a

total gross revenue of \$45,868.47, plus \$138,190.93, or \$183,059.40. Assuming that this increase tonnage would not increase operating expenses at all, the net revenue over operating expenses and taxes would be the difference between \$183,059.40 and \$87,133.50, or \$95,926.90. On a value of \$1,427,471.09, this net revenue would pay a return of 6.7 per cent, and on a value of \$2,001,579, it would pay a rate of return of 4.7 per cent. It is very doubtful if a haul of 60 miles, or thereabouts, on the branch, is entitled to as much credit as a haul of 156 miles on the main line, but that is the assumption that has been made in the figures just stated. It is certain that the increased tonnage would involve some increase in operating expenses. But leaving that out of consideration, it appears that in any event and no matter what system of accounting is adopted, this branch line under present conditions earns barely six per cent on its cost and less than six per cent on the value used as a basis of taxation. In view of this result, we do not think it profitable to speculate any further on what would be a more equitable division of earnings between main and branch lines than the mileage *pro rata* adopted by the defendant. Practically all the witnesses, including the complainant, conceded that so far as rate of return might have any bearing upon the question of reasonable rates, rates which do not produce a return in excess of six per cent would not be inherently unreasonable. The defendant has produced statistics for the purpose of showing that it cannot credit to the Mansfield branch more than a mileage *pro rata* of the revenues, in view of what it claims are its small earnings in the state generally. It shows that for the fiscal year ending June 30, 1912, its entire operating revenues in the State of Washington, including both state and interstate business, was \$9,289,239.29; that its operating expenses for the same period were \$6,996,597.15; that its taxes for the year were \$663,992.27, leaving a net revenue over operation and taxes, of \$1,628,649.86. Upon the valuation of \$69,823,415, the value fixed on its entire property in the state by the Tax Commission as a basis for taxation, these figures show it is earning a return of but 2.33 per cent in the state. We do not now commit ourselves to the absolute accuracy of these figures relating to the operations of the company in the entire state for the reason that we have not found it necessary to critically analyze the figures themselves or the accounting methods adopted in deducing them. The facts found to exist with particular reference to the Mansfield branch in our opinion renders such an analysis unnecessary. From a consideration of all the evidence bearing on the question, the Commission finds that the claim of the complainant that the rates of the defendant on grain and grain products from points on the Mansfield branch are inherently unjust, unreasonable and excessive, is not sustained.

The complainant insists in his testimony and in his briefs that the Mansfield branch, being intended as a feeder for the main line of the Great Northern Railway, the rates from that branch should not be made as if it were a separately owned and operated railroad property.

We agree with this contention. The rate from Columbia River station to the Coast is 15 cents. The distance tariff grain rate of the Great Northern Railway for 60 miles (being the distance from Mansfield to Columbia River station) is 11 cents. If the Mansfield branch was considered from a traffic standpoint as a separate operating property and not as a part of the system, the through rate from Mansfield to the Coast would be 11 cents (Mansfield to Columbia River) plus 15 cents (Columbia River to Seattle or Tacoma), making a total through rate of 26 cents. Instead of this combination of locals, the railroad company has actually been charging a single through rate of 19¼ cents. It is evident, therefore, that the railway company has not treated the branch as a separate property and has not constructed its rates on the theory that it is a separate operating property.

We are now brought to a consideration of the question whether the rates from points on the Mansfield branch are discriminatory against the shippers served by that branch, in view of the lower rates for the same distance prevailing from points on the main line east of Columbia River station. When the Mansfield branch was opened for operation in the latter part of the year 1909, the grain rates from points on the branch were made by adding an arbitrary over the rate from the junction. The maximum arbitrary added was 2½ cents, which made the highest rate from any point on the Mansfield branch 19¼ cents. Since that time, due to the influence of competition conditions on the parallel lines of the Northern Pacific Railway and the Chicago, Milwaukee & St. Paul Railway, the Great Northern Railway has found it necessary to reduce its grain rates from all main line stations between Wenatchee and Spokane. The competitive influence which compelled the reduction from main line points did not include the Mansfield branch. The differential between the highest rate point (Mansfield) on the branch and the junction (Columbia River station) was increased from 2½ cents to 4¼ cents, by the reduction of the main line rates. We find that the main line rates with which the existing rates on the Mansfield branch are compared by the complainant, are not entirely voluntary. The claim that the rate for a given distance from a branch line point should not exceed the rate for the same distance from a main line point, is not well founded under the circumstances shown to exist in this case. The complainant has compared the 19¼ cent rate from Mansfield with a 16¼ cent rate from Coulee City on the Washington Central branch of the Northern Pacific Railway. It is natural that producers hauling to these two stations should make this comparison, but the Commission cannot lawfully use a particular rate in force on one line as the measure of a maximum rate to be prescribed for a different line on which operating and traffic conditions are not the same. Without going into an extended discussion, it is sufficient to say that the density of traffic and other conditions affecting the making of rates on the Mansfield branch of the Great Northern Railway are

radically different from those affecting the Washington Central branch of the Northern Pacific.

Moreover, in considering particular branch line rates on the Northern Pacific system, it is necessary to regard somewhat the earnings of the main line to which the branch is a feeder. The complainant himself insists upon the application of this principle so far as the Great Northern system is concerned. It is a generally well known fact that, taken as a whole, the earnings of the Northern Pacific per mile are substantially in excess of those of the Great Northern. This fact has a material bearing when the Northern Pacific branch line rates are being compared with Great Northern branch line rates. While on account of difference in density of traffic, empty car movement, and the many other things already mentioned or discussed, a considerable difference in rates from branch line points and main line points on the Great Northern is justifiable, and while the relationship of rates as originally fixed was not objectionable, yet we feel that at the present time the discrepancy is somewhat greater than can be justified.

From a consideration of all the evidence, we find the following rates on grain and grain products in carload lots from points on the Mansfield branch to Seattle and Tacoma, are the just, fair, reasonable and non-discriminatory rates to be applied by the Great Northern Railway Company in the future and until the further order of this Commission, to-wit:

From Mansfield	18	cents per 100 pounds
From Byron	18	cents per 100 pounds
From Withrow	18	cents per 100 pounds
From Supples	17½	cents per 100 pounds
From Douglas	17¼	cents per 100 pounds
From Alstown	16¾	cents per 100 pounds
From McCue	16½	cents per 100 pounds

This proceeding relates to rates only. Much of the evidence introduced, however, has rather a direct bearing upon the question of service. The Commission visited Mansfield for the purpose of taking evidence, and had an opportunity to observe the service on the Mansfield branch. One mixed freight and passenger train is operated each way daily on the Mansfield branch. The train is scheduled to leave Wenatchee at 9:30 A. M., reaching Mansfield at 3:00 P. M.; returning, leaving Mansfield at 1:00 P. M., reaching Wenatchee at 7:15 P. M. Most of the freight business to and from the branch is handled by this train. While the schedule time between Wenatchee and Mansfield is 5:30 hours northbound and 6:15 hours southbound, it frequently takes several hours longer to make the trip. The Commission is satisfied that the advancement of the territory served by the Mansfield branch will be promoted more by an improvement in service than by a reduction in the rates. It is apparent that a constantly improved service cannot reasonably be demanded if the already slight profits are further reduced. The

complaint in this action does not challenge the adequacy of the service, and consequently the Commission is not empowered in this proceeding to make any order concerning it. It seems proper to say, however, that the matter of improving the train service is a subject which may well merit the serious consideration of the officers of the railway company.

It is Now ORDERED, That the defendant Great Northern Railway Company be, and it is hereby required within the time required by law, to establish and put in force the following rates to be applied in the future as maximum rates on grain and grain products in carloads from points on the Mansfield branch to Seattle and Tacoma, to-wit:

From Mansfield	18	cents per 100 pounds
From Byron	18	cents per 100 pounds
From Withrow	18	cents per 100 pounds
From Supple	17½	cents per 100 pounds
From Douglas	17¼	cents per 100 pounds
From Alstown	16¾	cents per 100 pounds
From McCue	16½	cents per 100 pounds

March 25, 1914, the Commission by order extended the period within which the order be complied with an additional 30 days.

No. 1063.

Great Northern Railway Company. Order permitting reduced passenger fares to Lakeside, Chelan and Stehekin, effective on less than statutory notice.

No. 1177.

Oregon-Washington Railroad & Navigation Company. Order permitting reduced rate on onion, fertilizer, feed and grain, effective on less than statutory notice.

No. 1180.

Oregon-Washington Railroad & Navigation Company. Order permitting correction of tariff filed as per No. 1177, account error in printing, effective on less than statutory notice.

No. 1181.

Northern Pacific Railway Company. Order permitting reduced rate for bunkering and storages charges on coke at Tacoma, effective on less than statutory notice.

No. 1182.

Northern Pacific Railway Company. Order permitting reduced rate on logs, Coyne to Bellingham, effective on less than statutory notice.

No. 1183.

Northern Pacific Railway Company. Order permitting Pocahontas to be included in Wilkeson rates on coal, etc., effective on less than statutory notice.

No. 1184.

Northern Pacific Railway Company. Order permitting reduced rate on news print paper, Camas to Tacoma, Everett and Bellingham, effective on less than statutory notice.

No. 1185.

Northern Pacific Railway Company. Order permitting reduced rate on news print paper, Camas to Tacoma, Everett, Snohomish, Bellingham and Sedro Woolley, effective on less than statutory notice.

No. 1186.

Northern Pacific Railway Company. Order permitting reduced rate on coal and briquettes, Camas to Seattle and Bellingham, effective on less than statutory notice.

No. 1187.

Northern Pacific Railway Company. Order permitting reduced rate on pulp, Seattle and Tacoma to Camas, effective on less than statutory notice.

No. 1188.

Columbia & Puget Sound Railroad Company. Order permitting reduced rate on lumber and shingles, Kenndale and Lake Washington bunkers, and Seattle, effective on less than statutory notice.

No. 1189.

Northern Pacific Railway Company, in connection with Spokane, Portland & Seattle Railway Company. Order permitting reduced rate on wood pulp, Tacoma and Seattle to Camas, effective on less than statutory notice.

No. 1190.

Northern Pacific Railway Company. Order permitting reduced class rates, Seattle to stations Easton to Ellensburg, inclusive, effective on less than statutory notice.

No. 1191.

Northern Pacific Railway Company. Order permitting reduced rate on scrap tin, Kent to Tacoma, effective on less than statutory notice.

No. 1194.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting reduced rate on scrap tin, Kent to Tacoma, effective on less than statutory notice.

No. 1195.

Great Northern Railway Company. Order permitting reduced rate on scrap tin, Kent to Tacoma, effective on less than statutory notice.

No. 1196.

Great Northern Railway Company. Order permitting reduced rate on returned empty cement sacks, Seattle and Tacoma to Concrete, effective on less than statutory notice.

No. 1198.

Northern Pacific Railway Company. Order permitting rate on coal and coal briquettes, Renton to Bellingham, effective on less than statutory notice.

No. 1199.

Northern Pacific Railway Company. Order permitting reduced class rates from Seattle and Tacoma, effective on less than statutory notice.

No. 1201.

Northern Pacific Railway Company. Order permitting reduced rate on sand and gravel, Richmond Beach to Mukilteo, effective on less than statutory notice.

No. 1202.

Great Northern Railway Company. Order permitting reduced rates on coal, Seattle and Everett to Edmonds, effective on less than statutory notice.

No. 1203.

Oregon-Washington Railroad & Navigation Company. Order permitting reduced rate on logs, Ford to South Aberdeen and Hoquiam, effective on less than statutory notice.

No. 1205.

Northern Pacific Railway Company. Order permitting reduced rates on logs, Copalis to Hoquiam, effective on less than statutory notice.

No. 1206.

Northern Pacific Railway Company. Order permitting reduced rates on coke, Fairfax to Tacoma, effective on less than statutory notice.

No. 1214.

Oregon-Washington Railroad & Navigation Company. Order permitting extension of date of sale of tickets.

No. 1215.

Northern Pacific Railway Company. Order permitting reduced rates on paper from Millwood, effective on less than statutory notice.

No. 1216.

Northern Pacific Railway Company. Order permitting reduced rates on beer and lumber, effective on less than statutory notice.

No. 1217.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting reduced rates on petroleum, Meadow Point to Seattle, effective on less than statutory notice.

No. 1218.

Great Northern Railway Company. Order permitting reduced rates on wood pulp and clay, to Millwood, and paper, Millwood to Puget Sound points, effective on less than statutory notice.

No. 1219.

Great Northern Railway Company. Order permitting reduced rates on logs, Blanchard to Belleville, effective on less than statutory notice.

No. 1220.

Great Northern Railway Company. Order permitting reduced rates on pulp wood, Index to Lowell, effective on less than statutory notice.

No. 1221.

Northern Pacific Railway Company. Order permitting reduced rates on canned fruits and vegetables, North Yakima, etc., to Spokane, effective on less than statutory notice.

No. 1223.

Spokane & International Railway Company. Order permitting reduced rates on news print paper, Millwood to Spokane, effective on less than statutory notice.

No. 1227.

Washington Western Railway Company. Order permitting reduced rates on steel rails, Machias to Woodruff, effective on less than statutory notice.

No. 1228.

Great Northern Railway Company. Order permitting reduced rates on brick, Everett, Duvall and Tolt, effective on less than statutory notice.

No. 1233.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting reduced rates on logs, High Rock to Woodruff, effective on less than statutory notice.

No. 1234.

Northern Pacific Railway Company. Order permitting reduced rates on drain tile, Seattle to Ellensburg, effective on less than statutory notice.

No. 1235.

Washington Western Railway Company. Order permitting reduced rates on cedar lumber, effective on less than statutory notice.

No. 1239.

Great Northern Railway Company. Order permitting reduced rates on shingles to Bellingham, effective on less than statutory notice.

No. 1240.

Northern Pacific Railway Company. Order permitting reduced rate on fruit baskets and berry halloways, from Kennewick, effective on less than statutory notice.

No. 1241.

Oregon-Washington Railroad & Navigation Company. Order permitting reduced rates on fruit baskets and berry halloways from Kennewick, effective on less than statutory notice.

No. 1243.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting reduced rates on logs, High Rock to Woodruff, effective on less than statutory notice.

No. 1245.

Oregon-Washington Railroad & Navigation Company. Order permitting reduced rate on logs, Groves to Tono, effective on less than statutory notice.

No. 1248.

Northern Pacific Railway Company. Order permitting reduced rate on logs, Joe Creek to Carlisle and Hoquiam, effective on less than statutory notice.

No. 1249.

Spokane International Railway Company. Order permitting free return cores, Spokane to Millwood, effective on less than statutory notice.

No. 1251.

Northern Pacific Railway Company. Order permitting reduced rate on sand and gravel, Centralia to South Bend, effective on less than statutory notice.

No. 1255.

Great Northern Railway Company. Order permitting reduced rate on brick from Clayton to Medical Lake, effective on less than statutory notice.

No. 1256.

Northern Pacific Railway Company. Order permitting reduced rate on logs, Palmer to Puyallup, effective on less than statutory notice.

No. 1257.

Bellingham & Northern Railway Company. Order permitting reduced rate on logs, Chin's Spur to Bellingham, effective on less than statutory notice.

No. 1258.

Northern Pacific Railway Company. Order permitting reduced rates on sand and gravel, Centralia to Tenino, effective on less than statutory notice.

No. 1259.

Walla Walla Valley Railway Company. Order permitting reduced rate on crushed rock, Walla Walla to Maple street, effective on less than statutory notice.

No. 1262.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting reduced rate on rough lumber to Sumner, effective on less than statutory notice.

No. 1264.

Great Northern Railway Company. Order permitting reduced rate on cement, Concrete to West Seattle, effective on less than statutory notice.

No. 1265.

Northern Pacific Railway Company. Order permitting reduced rate on sand and gravel, Centralia to Grand Mound, effective on less than statutory notice.

No. 1267.

Northern Pacific Railway Company. Order permitting reduced rate on berry crates, Puyallup to Seattle, Olympia and Renton, effective on less than statutory notice.

No. 1269.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting reduced rate on logs, Cedarville to Preachers Slough, effective on less than statutory notice.

No. 1270.

Great Northern Railway Company. Order permitting reduced rates on saw logs, Blanchard to Sedro Woolley, effective on less than statutory notice.

No. 1271.

Great Northern Railway Company. Order permitting reduced rates on berry crates, Puyallup to Seattle, effective on less than statutory notice.

No. 1273.

Great Northern Railway Company. Order permitting reduced rates on saw logs, Sultan Junction to Monroe, effective on less than statutory notice.

No. 1276.

Great Northern Railway Company. Order permitting reduced rates on clay, Clayton to Spear, effective on less than statutory notice.

No. 1278.

Northern Pacific Railway Company, jointly with the Spokane & Inland Empire Railroad Company. Order permitting reduced rates on brick, Freeman to Medical Lake, effective on less than statutory notice.

No. 1279:

Oregon-Washington Railroad & Navigation Company. Order permitting reduced switching rate on logs at Lincoln Creek, effective on less than statutory notice.

No. 1281.

Northern Pacific Railway Company. Order permitting reduced rates on gravel from Irvin, effective on less than statutory notice.

No. 1282.

Northern Pacific Railway Company. Order permitting reduced rates on shingles, Acme to Bellingham, effective on less than statutory notice.

No. 1284.

Oregon-Washington Railroad & Navigation Company. Order permitting reduced rate on logs from Jay spur, effective on less than statutory notice.

No. 1285.

Great Northern Railway Company. Order permitting reduced rates on clay, Clayton to Spear, effective on less than statutory notice.

No. 1286.

Northern Pacific Railway Company. Order permitting reduced rates on lumber from Goldendale, effective on less than statutory notice.

No. 1288.

Oregon-Washington Railroad & Navigation Company. Order permitting reduced rates on logs, Helsing Junction to Chehalis, effective on less than statutory notice.

No. 1290.

Great Northern Railway Company. Order permitting reduced rates on oils, etc., Seattle to Richmond Beach, effective on less than statutory notice.

No. 1294.

Northern Pacific Railway Company. Order permitting reduced rates on wood and ties, Eagle Gorge to Walla Walla, effective on less than statutory notice.

No. 1295.

Great Northern Railway Company. Order permitting reduced rates on shingle bolts, cordwood, etc., effective on less than statutory notice.

No. 1296.

North Yakima & Valley Railway Company. Order permitting reduced rates on green fruit between Maxee City and North Yakima, effective on less than statutory notice.

No. 1297.

Spokane, Portland & Seattle Railway Company. Order permitting reduced rates on prunes to Ellsworth, effective on less than statutory notice.

No. 1299.

Northern Pacific Railway Company, jointly with the Spokane, Portland & Seattle Railway Company. Order permitting reduced rates on gravel from Irvin, effective on less than statutory notice.

No. 1300.

Northern Pacific Railway Company. Order permitting reduced rate on melons, effective on less than statutory notice.

No. 1301.

Oregon-Washington Railroad & Navigation Company. Order permitting reduced rate on melons, effective on less than statutory notice.

No. 1303.

Northern Pacific Railway Company. Order permitting reduced rates on berry crates, Sumner to Chehalis, effective on less than statutory notice.

No. 1304.

Washington Western Railway Company. Order permitting reduced rate on box shooks, Machias to Woodruff, effective on less than statutory notice.

No. 1306.

Northern Pacific Railway Company. Order permitting reduced rate on crushed rock, Granite Falls to Sumner, effective on less than statutory notice.

No. 1307.

Seattle, Port Angeles & Lake Crescent Railway, in connection with Milwaukee Terminal Railway Company. Order permitting reduced rate on coal, Seattle to Bayside, effective on less than statutory notice.

No. 1308.

Great Northern Railway Company. Order permitting rate on berry crates, Sumner to Chehalis, effective on less than statutory notice.

No. 1309.

Northern Pacific Railway Company. Order permitting reduced distributive rates out of Olympia, effective on less than statutory notice.

No. 1310.

Oregon-Washington Railroad & Navigation Company. Order permitting reduced rate on wood shavings, North Yakima to Zillah, effective on less than statutory notice.

No. 1311.

Northern Pacific Railway Company. Order permitting reduced rate on crate ends, effective on less than statutory notice.

No. 1312.

Northern Pacific Railway Company. Order permitting reduced rate on gravel, Irvin to Spokane, effective on less than statutory notice.

No. 1313.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting absorbing of switching charges on coal at Tacoma, effective on less than statutory notice.

No. 1314.

Northern Pacific Railway Company. Order permitting reduced rate on furniture, South Bend to Tacoma, effective on less than statutory notice.

No. 1315.

Northern Pacific Railway Company. Order permitting reduced rate on scrap plaster molds, Auburn to Bellingham, effective on less than statutory notice.

No. 1324.

Northern Pacific Railway Company. Order permitting reduced rates on scrap plaster molds, Auburn to Bellingham and South Bellingham, effective on less than statutory notice.

No. 1325.

Northern Pacific Railway Company. Order permitting reduced rate on coal and briquettes, Bellingham to Sumas, effective on less than statutory notice.

No. 1326.

Northern Pacific Railway Company. Order permitting reduced switching rates at Niblock's spur, effective on less than statutory notice.

No. 1327.

Northern Pacific Railway Company. Order permitting reduced rates on fresh fruit and vegetables, etc., Birchfield to Naches City, effective on less than statutory notice.

No. 1328.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting reduced rates on logs, Tolt to Riverview, effective on less than statutory notice.

No. 1329.

Seattle, Port Angeles & Lake Crescent Railway. Order permitting reduced rate on lumber, Bayside to Port Angeles, effective on less than statutory notice.

No. 1330.

Seattle, Port Angeles & Lake Crescent Railway. Order permitting reduced rate on coal, Port Angeles to Earles, effective on less than statutory notice.

No. 1332.

Northern Pacific Railway Company. Order permitting reduced rate on ore, Monte Cristo to Tacoma, effective on less than statutory notice.

No. 1333.

Chicago, Milwaukee & St. Paul Railway. Order permitting reduced rate on grain and grain products, effective on less than statutory notice.

No. 1334.

Great Northern Railway Company. Order permitting reduced rate on cement, lime, etc., between Everett, Tacoma and Seattle, effective on less than statutory notice.

No. 1335.

Northern Pacific Railway Company. Order permitting reduced rate on lumber, South Bend to Raymond, effective on less than statutory notice.

No. 1338.

Columbia & Puget Sound Railroad Company. Order permitting free rate on water, effective on less than statutory notice.

No. 1339.

North Yakima & Valley Railway Company. Order permitting reduced rate on shavings, North Yakima to Zillah, effective on less than statutory notice.

No. 1340.

Northern Pacific Railway Company. Order permitting reduced rates on logs, Willapa to Raymond, effective on less than statutory notice.

No. 1341.

Columbia & Puget Sound Railroad Company. Order permitting reduced rates on water, Renton to Coal Creek, effective on less than statutory notice.

No. 1342.

Northern Pacific Railway Company. Order permitting reduced rates on fresh fruit to canneries, effective on less than statutory notice.

No. 1343.

Northern Pacific Railway Company. Order permitting reduced rates on logs, Bunker to Tacoma, effective on less than statutory notice.

No. 1344.

Northern Pacific Railway Company. Order permitting reduced rates on lumber and lumber articles to Sumner, effective on less than statutory notice.

No. 1345.

Northern Pacific Railway Company. Order permitting reduced rates on logs, Darrington to Fremont, effective on less than statutory notice.

No. 1346.

Northern Pacific Railway Company. Order permitting reduced rates on fruit, Kiona to Kennewick, effective on less than statutory notice.

No. 1347.

Great Northern Railway Company. Order permitting reduced rate on lumber, Roy to Sumner, effective on less than statutory notice.

No. 1348.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting reduced rates on fruit on Hanford branch, effective on less than statutory notice.

No. 1351.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting reduced rate on merchandise between Ellensburg and Easton, effective on less than statutory notice.

No. 1350.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting change of rate on piling carloads, Greendale to log dump, effective on less than statutory notice.

No. 1352.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting reduced switching rates on Tacoma Eastern, effective on less than statutory notice.

No. 1355.

Northern Pacific Railway Company. Order permitting reduced rates from Campton to Kennewick and Fremont, effective on less than statutory notice.

No. 1356.

Great Northern Railway Company. Order permitting reduced rate on logs, Arctic Spur and Camden to Milan, effective on less than statutory notice.

No. 1359.

Northern Pacific Railway Company. Order permitting reduced rate on grapes, Selah to Kennewick, effective on less than statutory notice.

No. 1360.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting reduced rate on condensed milk, Enumclaw to Seattle and Tacoma, effective on less than statutory notice.

No. 1361.

Northern Pacific Railway Company. Order permitting reduced rates on hay, on Naches-Moxee branches, effective on less than statutory notice.

No. 1362.

Great Northern Railway Company. Order permitting reduced rate on condensed milk, Stanwood to Seattle, Everett and Tacoma, effective on less than statutory notice.

No. 1363.

Northern Pacific Railway Company. Order permitting reduced rate on apples to Zillah, effective on less than statutory notice.

No. 1364.

Oregon-Washington Railroad & Navigation Company. Order permitting reduced rate on fresh fruit, Benton to Kennewick, effective on less than statutory notice.

No. 1365.

Oregon-Washington Railroad & Navigation Company. Order permitting reduced rate on apples to Zillah, effective on less than statutory notice.

No. 1366.

Seattle, Port Angeles and Lake Crescent Railway. Order permitted reduced general tariff, effective on less than statutory notice.

No. 1367.

Northern Pacific Railway Company. Order permitting application of direct rates from points on North Yakima and Valley, effective on less than statutory notice.

No. 1369.

Northern Pacific Railway Company. Order permitting extension of North Yakima & Valley hay and potato rates to points on Port Townsend Southern Railway, effective on less than statutory notice.

No. 1373.

Northern Pacific Railway. Order permitting reduced rates on canned goods between Olympia, Seattle and Tacoma, effective on less than statutory notice.

No. 1374.

Northern Pacific Railway Company. Order permitting reduced rate on oats between Roray, etc., and Everett and Seattle, effective on less than statutory notice.

No. 1375.

Northern Pacific Railway Company. Order permitting reduced rate on cull apples to Seattle and Tacoma, effective on less than statutory notice.

No. 1376.

Washington Western Railway Company. Order permitting reduced rate on piling from Harnett, effective on less than statutory notice.

No. 1377.

Columbia & Puget Sound Railroad Company. Order permitting reduced rate on gravel, etc., Franklin to Maple Valley, effective on less than statutory notice.

No. 1379.

Seattle, Port Angeles and Lake Crescent Railway Company. Order permitting reduced general rates between Port Angeles and Earles, effective on less than statutory notice.

No. 1380.

Great Northern Railway Company. Order permitting reduced rates on ore from connection with Spokane & British Columbia Railway to Republic, effective on less than statutory notice.

No. 1381.

Oregon-Washington Railroad & Navigation Company. Order permitting reduced rates on gravel from Renton to Tacoma, effective on less than statutory notice.

No. 1383.

Great Northern Railway Company. Order permitting reduced rate on saw logs, Dean to Milan, effective on less than statutory notice.

No. 1384.

Northern Pacific Railway Company. Order permitting reduced rate on logging trucks Seattle to Renton, effective on less than statutory notice.

No. 1386.

Northern Pacific Railway Company. Order permitting local and joint rates on exhibits for Panama Pacific Exposition, effective on less than statutory notice.

No. 1387.

Northern Pacific Railway Company. Order permitting reduced rates on macaroni, noodles, spaghetti, vermicelli and Italian paste, effective on less than statutory notice.

No. 1388.

Northern Pacific Railway Company. Order permitting reductions in local and joint freight tariffs on fresh fruits and vegetables, etc., intrastate, effective on less than statutory notice.

No. 1389.

Northern Pacific Railway Company. Order permitting reduced rate on apples from Prosser, Grandview, Zillah and Ellensburg to North Yakima, effective on less than statutory notice.

No. 1390.

Oregon-Washington Railroad & Navigation Company. Order permitting reduced rate on apples, North Prosser et al. to North Yakima, effective on less than statutory notice.

No. 1391.

Northern Pacific Railway Company. Order permitting reduced rate on apples from North Yakima and Zillah to points in Washington.

No. 1392.

Northern Pacific Railway Company. Order permitting reduced rate on beds, iron and metal mattresses, Tacoma to Norlum, effective on less than statutory notice.

No. 1395.

Great Northern Railway Company. Order permitting reduced rate on granite stone to Seattle, effective on less than statutory notice.

No. 1396.

Great Northern Railway Company. Order permitting a reissue of absorption switching tariff, effective on less than statutory notice.

No. 1397.

Northern Pacific Railway Company. Order permitting company to meet Oregon-Washington Railroad & Navigation Company rates with Spokane & Inland Empire Railway, effective on less than statutory notice.

No. 1400.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting refund on relaying rails, Everett to Tolt.

No. 1401.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting refund of switching charges on coal.

No. 1402.

Walla Walla Valley Railway Company. Order permitting refund of switching charges.

No. 1403.

Great Northern Railway Company. Order permitting refund of switching charges on oil.

No. 1404.

Northern Pacific Railway Company and Spokane, Portland & Seattle Railway. Order permitting refund on coal because of misrouting.

No. 1405.

Oregon-Washington Railroad & Navigation Company. Order denying refund on logs shipped in 1913.

No. 1406.

Northern Pacific Railway Company. Order permitting refund of overcharge on condensed milk.

No. 1408.

Great Northern Railway Company. Order permitting refund of excess passenger fares, account of re-routing because of blockade.

No. 1409.

Oregon-Washington Railroad & Navigation Company. Order permitting refund of overcharge on hay, because of misrouting.

No. 1410.

Oregon-Washington Railroad & Navigation Company. Order permitting refund of overcharge on brick, Mica to Lincoln Creek.

No. 1411.

Great Northern Railway Company. Order permitting refund of excess fare because of detour during blockade.

No. 1414.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting refund of overcharge on milk from Mudgett's and Snohomish to Monroe.

No. 1415.

Chicago, Milwaukee & St. Paul Railway Company. Order waiving long and short haul provision on tariff covering lime from Limestone, to Everett, Snohomish and Monroe.

No. 1416.

Spokane, Portland & Seattle Railway Company. Order permitting refund of overcharge on wheat, Edwall to Vancouver.

No. 1417.

Chicago, Milwaukee & St. Paul Railway Company. Order denying refund of alleged overcharge on cordwood moved in 1912 from Enumclaw to Everett.

No. 1418.

Great Northern Railway Company. Order permitting refund on brick billed to Wood Spur and misrouted to Wood's Spur.

No. 1419.

Great Northern Railway Company. Order permitting refund of overcharge on asphaltum from Everett to Spokane.

No. 1420.

Spokane, Portland & Seattle Railway Company. Order permitting refund of overcharge on coal, Centralia to Washougal.

No. 1421.

Oregon-Washington Railroad & Navigation Company. Order permitting refund of overcharge on grain, Wallula to Seattle and Tacoma.

No. 1422.

Oregon-Washington Railroad & Navigation Company. Order permitting refund of overcharge on maple logs, Helsing Junction to Chehalis.

No. 1424.

Northern Pacific Railway Company. Order permitting refund of overcharge on berry boxes, Raymond to Vancouver.

No. 1425.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting absorption of switching charges at Tacoma on coal from Black Diamond.

No. 1426.

Chicago, Milwaukee & St. Paul Railway Company. Order relieving from collecting switching charges at Tacoma on coal shipped between Jan. 26 and July 4, 1914.

No. 1427.

Oregon-Washington Railroad & Navigation Company. Order relieving from collecting switching charges at Tacoma on coal shipped between June 20, 1913, and July 1, 1913.

No. 1428.

Northern Pacific Railway Company. Order permitting refund of overcharge on ore, Silverton to Tacoma.

No. 1429.

Northern Pacific Railway Company. Order permitting refund of overcharge on explosives, Dupont to Nemours.

No. 1430.

Northern Pacific Railway Company. Order permitting refund of overcharge on powder, Dupont to Nemours.

No. 1431.

Northern Pacific Railway Company. Order permitting refund of overcharge on canned goods, Sumner to Puyallup.

No. 1432.

Chicago, Milwaukee & St. Paul Railway Company. Order permitting refund of overcharge on logs shipped by Stevens & Byrd Logging Company.

No. 1433.

Great Northern Railway Company. Order permitting refund of overcharge on oil, Richmond Beach to Cox Spur.

No. 1434.

Northern Pacific Railway Company. Order waiving long and short haul provision on tariff No. 2164-A.

No. 1435.

Oregon-Washington Railroad & Navigation Company. Order permitting refund on Oriental shipment of potatoes, Tacoma to Seattle.

No. 1436.

Oregon-Washington Railroad & Navigation Company. Order to protect rate on oats, Farmington to Easton.

No. 1437.

Seattle, Port Angeles & Lake Crescent Railway Company. Order to apply rates in W. P. S. C. No. 5 in opposite direction.

No. 1438.

Seattle, Port Angeles & Lake Crescent Railway Company. Order permitting refund of overcharge on coal, Bayside to Hilda.

No. 1439.

Oregon-Washington Railroad & Navigation Company. Order permitting refund of overcharges on rails from Tono to Groves.

No. 1528.

PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF TRANSPORTATION BUREAU OF THE NEW SEATTLE CHAMBER OF COMMERCE, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, AND GREAT NORTHERN RAILWAY COMPANY, *Respondents*, SPOKANE MERCHANTS' ASSOCIATION, SPOKANE CHAMBER OF COMMERCE, AND TACOMA COMMERCIAL CLUB, *Intervenors*.

Complaint challenged the reasonableness of rates from Seattle to points on the Washington Central branch of the Northern Pacific and asked rates be fixed on the short mileage via Adrian.

Hearing held at Seattle on October 1, 1913. Testimony introduced and on October 10, 1913, oral argument was presented at Olympia and parties allowed time to file briefs. February 28, 1914, the Commission issued its findings as follows:

The complainant is a commercial organization in the city of Seattle, whose purpose, among other things, is to secure just, fair, reasonable and non-discriminatory rates and facilities in the transportation of freight by common carriers.

The Great Northern Railway Company and the Northern Pacific Railway Company are each common carriers by railroad of persons and property between points in the state of Washington.

The line of the Great Northern Railway extends northerly from Tacoma and Seattle to Everett, and thence easterly across the state to Spokane.

The line of the Northern Pacific Railway extends from Tacoma and Seattle southeasterly to Pasco, and thence northeasterly to Spokane, with a branch line, known as the "Washington Central Branch," extending from Connell in a northerly and easterly direction to a connection with the main line at Cheney. The Washington Central branch of the Northern Pacific Railway Company intersects the main line of the Great Northern Railway Company at Adrian, Wash.

The complainant alleges that the route of the Northern Pacific Railway from Seattle to points on the Washington Central branch east of Adrian is very circuitous and unsatisfactory, and that a more direct and satisfactory through route could be made from Seattle to such points by using the mileage of the Great Northern Railway Company to Adrian in connection with the mileage of the Washington Central branch from Adrian to point of destination on the line of said branch.

The complainant further alleges that there is no through route over such joint mileage, and no joint rates have been provided.

The complainant further alleges that the rates now in effect and charged for the transportation of freight between Seattle and points on the Washington Central branch east of Adrian are unjust, unreasonable and discriminatory, and are much higher than would be the case if the class rates heretofore prescribed by this Commission in its Distributive Rate Order, effective March 2, 1912, should be applied to the joint mileage of the Great Northern Railway Company and Northern Pacific Railway between Seattle and points of destination on the Washington Central branch of the Northern Pacific.

The complainant asks that a through route over the Great Northern Railway and the Northern Pacific Railway via Adrian be established, and that joint rates be prescribed for such through route not exceeding the rates that would result if the Distributive Rate Order of March 2, 1912, should be made applicable to such joint mileage.

The Merchants' Association of Spokane has filed a petition in intervention in which it alleges that the adjustment of rates between jobbing centers resulting from the Distributive Rate Order of March

2, 1912, would be disturbed by the application of the rates asked for by the complainant. The Transportation Bureau of the Tacoma Commercial Club and Chamber of Commerce has also filed a petition in intervention of the same purport.

The defendant carriers claim that a through route now exists via Adrian, so that Seattle shippers may, if they choose, ship to Adrian via the Great Northern Railway, and thence to destination on the Washington Central branch via the Northern Pacific.

They admit that the rates applicable to such route are the combination of the local rates on Adrian, but deny that such combination is unjust, unreasonable or discriminatory or otherwise unlawful.

The defendant carriers state that if the Commission should find that a through route does not now exist over such joint mileage, they are willing to establish a through route via Adrian, but insist that in any event the rates applicable to such route should continue to be the combination of locals on that junction.

In view of the expressed willingness of the defendant carriers to establish a through route via Adrian, we find it unnecessary to consider whether the existing through route via the Northern Pacific Railway is so circuitous and the service thereon so unsatisfactory as to justify this Commission in exercising its power to establish an additional through route because of the alleged unsatisfactory character of the through route now existing.

The Northern Pacific Railway Company, notwithstanding its expressed willingness to join with the Great Northern Railway Company in establishing a through route via Adrian, insists that its own through route has been reasonably satisfactory. Certain documentary evidence was introduced by complainant at the hearing to show that it usually took six or seven days for a shipment to move from Seattle to a point on the line of the Washington Central branch via the Northern Pacific Railway, and the complainant claims this evidence establishes the unsatisfactory character of the Northern Pacific Railway Company's route.

When its attention was called to these statements the Northern Pacific Railway Company agreed to establish an expedited service, and since the conclusion of the hearing, such a service has been established. The Northern Pacific Railway Company has submitted statements for the consideration of the Commission which show that the time necessary for transportation over its line has now been reduced from six or seven days to two or three days. The complainant objects to any consideration of these statements and insists that the case should be determined by the Commission without giving consideration to the improved service. The Commission does not agree with this view. When an unsatisfactory condition has been made apparent in a hearing before the Commission, and the carrier in good faith pledges itself to eliminate the cause for complaint, due weight should be given such action. A policy which did not encourage the railroads to im-

prove their service without litigation could not ultimately result in benefit to the general public.

The complainant submitted no evidence tending to prove that the combination of local rates on Adrian would result in unjust, excessive or otherwise unlawful charges, except by pointing out that such combination would exceed the rates that would apply if the scale of distance rates prescribed by this Commission in its Distributive Rate Order should be applied to the joint mileage of the Great Northern and the Northern Pacific Railways. The Distributive Rate Order of March 2, 1912, prescribed the rates to be applied by the Great Northern and the Northern Pacific Railway Companies over their separate lines. It did not prescribe mileage rates for the joint mileage of two or more roads. Consequently the Commission cannot consider that order as a standard by which to judge rates to be charged for a joint service.

Relying on complainant's evidence alone, the Commission, so far as the reasonableness of rates is concerned, would be compelled to dismiss the case for lack of proof. If the case were one where the Commission felt that grossly excessive rates were actually being charged, it would continue the case and make further investigation on its own motion, but the Commission is convinced that no such conditions now exist.

The effect of establishing the joint rates asked by complainant would be to give jobbers of Seattle certain territory on the Washington Central branch which is now supplied by the jobbers of Spokane and would also disturb the relation of the Seattle and Tacoma jobbers with respect to that territory to the disadvantage of the Tacoma jobbers. The relation between these jobbing centers was established by the Distributive Rate Order effective March 2, 1912, after an extended investigation. The Commission believes that the relationship as it now exists is approximately just and should not be disturbed at this time. From our investigation we conclude that in view of the expressed willingness of the defendants to establish a through route over the Great Northern Railway and the Northern Pacific Railway via Adrian, such a through route should be established, the rates to apply on such through route not to exceed the combination of the local rates on Adrian. The conclusion reached renders it unnecessary to make an order in this case. We assume the through route will be established in accordance with the carriers' offer, and upon the establishment of such route the cause will be dismissed.

Complainant made application for permission to submit further evidence, which petition was granted in part by the Commission by order of March 24, 1914. Hearing was had at Seattle, April 21, 1914, and after considering the evidence adduced and argument of counsel, the Commission, May 1, 1914, entered an order that the findings and conclusions made and entered February 28, 1914, be not changed or modified in any respect.

No. 1542.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF THE TRANSPORTATION BUREAU OF THE NEW SEATTLE CHAMBER OF COMMERCE, *Complainant*, v. THE GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

The Great Northern Railway Company having published and issued supplement No. 24, to the Great Northern Railway Company's G. F. O. No. 22,525, which supplement cancelled certain portions of the rates and charges theretofore carried in said G. F. O. No. 22,525, particularly items 300 and 307 of said tariff, making rates for switching service between Seattle and Ballard, Washington, and between Seattle and Interbay, Washington, respectively, and it appearing that the cancellation of said items 300 and 307 would increase rates and charges on certain commodities between Seattle and Ballard and between Seattle and Interbay; complaint having been made challenging the justness and reasonableness of said advances, and said supplement No. 24, being effective on said items on August 1, 1913, the Commission, July 28, 1913, ordered that said supplement be suspended for ninety days from August 1, 1913, and that during said period of suspension all rates and charges in effect as named in items 300 and 307 of Great Northern Railway Company's G. F. O. No. 22,525 be and remain in force.

On September 30, 1913, hearing was held, testimony taken and cause submitted, and counsel for complainant and respondent granted leave to submit briefs.

A cause being taken before the Interstate Commerce Commission involving similar subject matter, the Commission postponed final order pending decision by the federal tribunal. To preserve the status, this Commission, with consent of the respondent, issued additional orders of suspension respectively Oct. 27, 1913; Dec. 20, 1913; Feb. 27, March 28, April 27, May 27, June 25 and July 25, 1914.

August 26, 1914, the Commission issued its findings and order as follows:

For a number of years prior to August 1, 1913, the defendant switched carloads between Ballard and Seattle at a flat switching charge of \$4.50 per car and between Interbay and Seattle at a flat charge of \$3.00 per car. By a tariff (Sup. 24, G. F. O. 22,525) effective August 1, 1913, these switching charges were cancelled and a scale of class rates substituted. Upon the face of the tariff the change would result in materially increased charges.

Pending investigation this Commission suspended the increased rates so far as applicable to traffic local to this state, and the Interstate Commerce Commission suspended the rates so far as applicable to interstate traffic. The principal carload traffic affected is lumber and shingles, practically all of which moves interstate. It was thought advisable to await the decision of the Interstate Commerce Commission to the end that rates both state and interstate might be placed

on a uniform basis. The interstate case has now been decided (*Transportation Bureau of New Seattle Chamber of Commerce vs. Great Northern Railway*, 30 I. C. C. 683.) Complainant insists that as Ballard and Interbay are constituent parts of Seattle, and the movement essentially a switching movement, the Commission should not permit the application of class rates for such service.

Since the commencement of this proceeding the defendant has published another tariff (G. N. G. F. O. 24,378, effective February 8, 1914) by which Ballard and Interbay are given the same rates as Seattle on beer, lumber, shingles, wooden pipe and articles taking the same rates to and from points beyond Seattle on its own line, so that with respect to such traffic the complainant has been entirely satisfied. As thus limited the following questions are left open:

(a) Rates between Ballard and Interbay on the one hand, and Seattle proper on the other, applying solely to local movements between such points.

(b) Rates between Ballard and Interbay on the one hand, and Seattle applying on traffic moving entirely by the Great Northern and not covered by the tariffs which now give Ballard and Interbay Seattle rates.

(c) Rates between Ballard and Interbay on the one hand, and Seattle applying on traffic interchanged with other carriers at Seattle.

As regards the principles involved in the solution of these questions, Ballard and Interbay are similarly situated. Therefore, in stating our conclusions as to Ballard it may be understood that Interbay also is included.

(a) Local movement between Ballard and Seattle.

Complainant did not seriously contend at the hearing that \$4.50 per car is compensatory for this local movement. It is said, however, in its briefs, that the lower rates were voluntarily made, have been in effect for a long time, the movement is a switching movement rather than a line haul and that all things considered, the rates should remain as they are.

The length of haul from Ballard is now somewhat in excess of eight miles (from Interbay about four miles). The method of handling the traffic is clearly a switching movement rather than a line haul. This, however, we do not regard as an absolutely controlling fact. The service is in fact a substitute for a drayage service between two distant parts of the same city.

Extensive and valuable terminals are used; the carrier furnishes the car which is devoted to the use of the shipper for a considerable period of time. Even at a somewhat increased rate the shipper is served far more cheaply and conveniently than by any alternative means of transportation. We are convinced that the present switching charges do not adequately compensate the carrier for such service. Taking into consideration the cost of service to the carrier and the

value of the service to the patron, we find and conclude that the increased rates equal to class rates applied on the basis of weight are just and reasonable, providing, however, that in no case shall the charge exceed \$10.50 per car, on cars moving to and from Ballard and \$7.50 per car on cars moving to and from Interbay. We further find that the rates proposed in the tariff under suspension are unjust and unreasonable to the extent that they exceed the rates above found as just and reasonable.

(b) Rates between Ballard and Seattle applying on traffic moving to other points on Great Northern.

As stated above beer, lumber, shingles, wooden pipe and commodities taking same rates are adequately taken care of when moving between Ballard and Great Northern points, other than Seattle, by the later tariff mentioned above, which extends Seattle rates on those commodities. The evidence does not disclose what, if any other, commodities move between such points. The defendant says that no other commodities do move and that when the time comes that other rates are required proper provision will be made to handle the traffic offered. The matter may well remain in this shape as the action of the railway company in publishing rates or its omission to publish rates when needed remains always subject to the control of the Commission. We are not able to anticipate the needs of future traffic that may be developed.

(c) Rates between Ballard and Seattle applying on traffic interchanged with other carriers at Seattle.

The principal controversy in this case concerns the question suggested in the above caption. The connecting carrier primarily concerned is the Chicago, Milwaukee & St. Paul Railway. The switching charges in effect on the Great Northern for some years past were established prior to the construction of the Milwaukee line to the Coast. The Great Northern Railway has rather extensive terminals at Ballard, reaching many industrial plants, principally saw mills. Because of its terminal facilities the Great Northern enjoyed a practical monopoly with traffic of those plants. It could then afford to name low switching charges and get compensation for the use of those terminals from the revenue accruing from the line hauls. Upon the completion of the Milwaukee line to the coast, it arranged to reach the Ballard industries through barges, by means of which carloads were handled between Ballard and the Milwaukee terminals at Seattle. Extensive changes on the Ballard waterfront, incident to the construction of the Lake Washington Canal, have rendered it impracticable for the Milwaukee to longer operate in this manner. To retain a share of the Ballard business the Milwaukee then published tariffs under which it absorbed the switching charges of the Great Northern between Seattle and Ballard. By this expedient the Milwaukee secured the use of the Great Northern's terminals paying therefor nothing.

ing more than the low switching charges established by the Great Northern prior to the entry of the Milwaukee into Seattle.

It has heretofore been a common understanding among traffic men (based, no doubt, on the early decision of the Interstate Commerce Commission in *N. Y., N. H. & H. R. Co. vs. Platt*, 7-J C. R. 323) that one carrier might thus lawfully absorb switching charges of a connecting line but could not absorb charges for a line haul. The correctness of this understanding as a legal proposition of general application so far as interstate commerce is concerned apparently is not conceded by the Federal Commission, as evidenced by its opinion in the companion case to this (30 I. C. C. 683, *supra*). Pursuant to this supposed rule the Great Northern, by the tariff now under suspension cancelled the switching charges and substituted class rates therefor for the purpose, in part at least, of preventing the Milwaukee from securing access to its terminals upon such terms.

Complainant urges that any rates in excess of switching charges will effectually exclude the Milwaukee and deprive the shippers of the benefits of a choice of routes.

In a case that arose in South Tacoma involving a situation in principle the same as this, our predecessors held that a senior road having extensive terminals should not as a matter of justice be required to give up the use of those terminals to a competing junior road for a nominal switching charge, assuming that as a matter of law, it could be compelled to do so. To meet that situation a system of joint rates were prescribed and such a division made as was thought would compensate the senior road for the use of its terminals. The Great Northern and Milwaukee, the junior roads in that case, contested the order establishing joint rates and giving the senior road a larger division than the switching charge, but their contest was unavailing. The Supreme Court of the State held that the order, as made, was correct (*State ex rel. Great Northern Railway vs. Public Service Commission*, 76 Washington 625). The South Tacoma case, so far as interstate commerce is concerned, was presented to the Federal Commission and the decision of the State Commission as to local traffic was followed by the Federal Commission as to interstate traffic. (23 I. C. C. 256 and 26 I. C. C. 272.) In its first opinion the Interstate Commerce Commission said:

"In dealing with the situation, so far as it affected commerce within the state, the state commission, very properly we think, recognized the importance of preserving to the Northern Pacific the full benefit of its very large investment in its Tacoma terminals. The effect of its order, as we understand it and as it is explained on the brief of counsel for the state commission, was to leave South Tacoma traffic to the Northern Pacific so far as it is able to furnish the through service, and at the same time to give to manufacturers and jobbers and to other industrial enterprises at South Tacoma the service of the co-defendants of the Northern Pacific with respect to traffic to and from points within the

state not reached by the Northern Pacific, and to give them this service on a rate parity with industries in other parts of Tacoma. Where its co-defendants have a line haul to or from a point within the state that is served by the Northern Pacific, the order of the state commission permits, in addition to the Tacoma rate, the application of the full local rate of the latter company between Tacoma and South Tacoma. As the Northern Pacific is prepared to furnish a through service between South Tacoma and points within the state on its own line, the view of the state commission was that it was fairly entitled to conduct traffic between such points on a preferred basis. This conclusion, with respect to traffic within the control of the state commission affords some protection to the Northern Pacific in the use of its own terminals and apparently is based on the theory, with which we are not prepared to find any fault, that shippers between such points who prefer to use competing lines ought not to object to paying, in addition to the rate, a reasonable charge to the Northern Pacific for its local haul between Tacoma and South Tacoma."

In its second opinion the Interstate Commerce Commission said:

"In disposing of the issue before us, this Commission, as stated, substantially followed, with respect to interstate traffic, the adjustment required of the defendants by the state commission on state traffic. But we accepted that disposition of the matter, not because the state commission had reached that conclusion respecting state traffic, but because we thought the through charges resulting from the exclusion of South Tacoma from the Tacoma switching district were excessive and that any joint rates on interstate traffic to and from South Tacoma in excess of the differential over the Tacoma rates proposed by the state commission on state traffic would be unreasonable."

In this case where the Great Northern is the senior road having the valuable terminals we see no reason for departing from the principles established in the South Tacoma case, which were approved by the Supreme Court of this state (76 Wash. 625) by the Federal Commission expressly in 23 I. C. C. 256 and again in 26 I. C. C. 272, and at least tacitly by the Federal Commission in the companion case to this (30 I. C. C. 683).

WE FIND AND CONCLUDE therefore, on this branch of the case that the charges between Seattle and Ballard whether called switching charges or line haul charges should not be established for the purpose of admitting the Milwaukee to the use of the terminals on an equality with the proprietor's road. The complainant urges that it is of great importance to shippers to have access to more than one line. We are not unmindful of this feature of the case. Adequate relief, however, may be afforded when it is shown that there is traffic requiring the establishment of just and reasonable joint rates. Upon this record we cannot undertake to pass upon the question of joint rates and through routes for three reasons:

1st—That issue was not raised by the pleadings in this case.

2nd—Under the statute (Chapter 117, Laws of 1911, Section 57) we are empowered to order joint rates and through routes only when it is first shown that no satisfactory through route or joint rates exist. So far as points reached by the Great Northern are concerned there is no claim and of course no proof that route of the Great Northern is unsatisfactory or its rates unreasonable. As to points reached by the Milwaukee, but not reached by the Great Northern, the evidence is not sufficient to warrant any finding at this time.

3rd—The Milwaukee line, as stated, is the connecting line at Seattle principally concerned in the interline traffic is not a party defendant to this proceeding and, therefore, we are unable, under the law, to make any order binding upon it.

Other incidental matters are suggested in the evidence and discussed in the briefs, all of which were considered by the Federal Commission. As to those issues it is sufficient to say that we concur with the conclusions reached by that Commission, whose opinion we refer to and adopt as representing our views, (30 I. C. C. 683).

It is NOW ORDERED, That the tariff under suspension herein be permitted to become effective when modified to conform to the conditions stated in said findings and conclusions, which are hereby referred to and made a part of this order.

No. 1544.

ROSLYN CASCADE COAL COMPANY, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*, TACOMA GAS COMPANY, EAST CREEK COAL COMPANY, THE CARBON HILL COAL COMPANY, CARBON CLAY & COAL COMPANY, AMERICAN COAL COMPANY, ISSAQUAH SUPERIOR COAL COMPANY, POCOHONTUS COAL & COKE COMPANY, CENTRAL COAL COMPANY, NATIONAL COAL COMPANY, HYDE COAL COMPANY, AND BULLOCK COAL COMPANY, *Intervenors*.

On August 1, 1913, complaint was filed by Roslyn Cascade Coal Company against Northern Pacific Railway Company. Thereafter complaints in intervention were filed by each of the above named intervenors, and on November 19, 1913, hearing was held at Seattle, and further hearings were held at Tacoma on December 18 and 19, 1913, January 12, 1914, and February 16, 1914.

Evidence was introduced by the several parties to the proceeding, and after considering the evidence and briefs filed, and being fully advised in the premises, the Commission on July 27, 1914, made and entered the following:

FINDINGS, CONCLUSIONS AND ORDER.

The complainant is a Washington corporation engaged in operating a coal mine near Ronald, Kittitas County, Washington, on the line of the Northern Pacific Railway.

The Northern Pacific Railway Company is a common carrier of coal by railroad between points in the State of Washington.

The Tacoma Gas Company, intervenors, is a corporation engaged in the business of supplying the City of Tacoma and its inhabitants with gas for heating and lighting purposes and is a large consumer of coal from the "Roslyn Group" of mines, to which group complainant's mine belongs.

The intervenors, other than the Tacoma Gas Company and Transportation Bureau of Tacoma, are corporations operating coal mines in King and Pierce Counties and sell coal in competition with the complainant.

Effective February 18, 1913, the Northern Pacific Railway issued its local freight tariff, W. P. S. C. No. 691, naming rates on coal in carloads from various mines in Washington to various points of destination in the state west of and including Weston, Washington, which tariff with supplements contained the current rates applicable to the westbound movement of coal from the complainant's mine.

Effective December 25, 1909, the Northern Pacific Railway Company issued its local and joint freight tariff, W. R. C. No. 331, naming rates on coal in carloads from various mines in Washington to various points of destination in the state east of and including Easton, which tariff, with supplements, contains the current rates applicable to the eastbound movement of coal from complainant's mine.

In said tariff the various mines are consolidated into groups. The Roslyn Group, which includes complainant's mine, also embraces all mines shipping from the following stations, to-wit: Beekman, Cle Elum, Lakedale, Ronald, and Roslyn. All mines in the same group take the same rates.

Westbound rates from the Roslyn Group are named for gross tons of 2,240 lbs. and the eastbound rates for short tons of 2,000 lbs.

The rates named in said tariff and supplements, are so numerous that it is impracticable to set them out in full in these findings and the rates appearing in the following tabulation are stated as illustrative for convenience in comparison. The gross ton rates for westbound movements have been reduced to a net ton basis.

FROM ROSLYN GROUP WEST BOUND.

To	Miles.	Rate per gross ton.	Rate per net ton.	Rate in mills per ton mile.
Sumas	225	\$2.20	\$1.96	8.711
Bellingham	225	2.20	1.96	8.711
Everett	155	1.50	1.35	8.709
Seattle	105	1.50	1.35	12.857
Tacoma	105	1.50	1.35	12.857
Olympia	135	2.00	1.79	13.259
Aberdeen	195	2.25	2.01	10.308
Vancouver, (Wash.)..	235	2.25	2.01	8.553

FROM ROSLYN GROUP EAST BOUND.

To	Miles.	Rate per net ton.	Rate in mills per ton mile.
Ellensburg	30	.70	23.333
North Yakima	65	.95	14.615
Pasco	155	1.90	12.258
Walla Walla	220	2.50	11.363
Adrain	255	2.50	9.804
Spokane	305	2.50	8.197
Palouse	350	3.00	8.571

The complainant and the Tacoma Gas Company, intervenor, attacks the rates applicable to the movement of coal from the Roslyn Group as unjust, unreasonable and excessive. The complainant also attacks those rates as discriminatory against it when considered in connection with the rates in force and applicable to the movement of coal from other groups of mines. The intervening coal companies deny that the Roslyn Group rates are excessive; or that there is any discrimination in the existing relation of rates as between the different mining groups, and assert that a change in the existing relationship will unduly disturb market conditions to the advantage of complainant and to the disadvantage of the intervening coal companies.

From a consideration of all the evidence the Commission finds and concludes that the rates named in the said tariffs and supplement applicable to the movement of coal and commodities, taking coal rates, in carloads, from the Roslyn Group are unjust, unreasonable and excessive for the future to the extent that they exceed the rates hereafter prescribed as just and reasonable.

The Commission finds and concludes that said tariffs should be amended to carry rates for the future in lieu of those herein condemned not exceeding the following:

FROM ROSLYN GROUP WEST BOUND.

To	Miles.	Rate for net ton.
Sumas	225	\$1.90
Bellingham	225	1.90
Everett	155	1.35
Seattle	105	1.15
Tacoma	105	1.15
Olympia	135	1.45
Aberdeen	195	1.80
Vancouver, (Wash.)	235	1.95

FROM ROSLYN GROUP EAST BOUND.

To	Miles.	Rate per net ton.
Ellensburg	30	\$.50
North Yakima	65	.80
Pasco	155	1.70
Walla Walla	220	1.90
Adrain	255	2.00
Spokane	305	2.15
Palouse	350	2.45

Rates to points of destination named in said tariffs and not appearing in the above tabulation should be checked in with reference to the rates named, having due regard to comparative lengths of haul and observing the long and short haul clause of the Public Service Commission Act. Rates to points on the South Bend branch should bear the same relation to rates on the Grays Harbor branch as under existing tariffs. All rates should be quoted for short tons of 2,000 lbs.

Subject to the conditions stated in the order accompanying these findings and conclusions, the Commission finds and concludes that rates built up in conformity with the foregoing plan are the just fair, reasonable and sufficient rates to be applied by defendant in the future to the transportation within the state of Washington, of coal and commodities taking coal rates in carloads, from the Roslyn group of mines to points of destination on the Northern Pacific Railway in this state.

Upon the record now before it the Commission is not able to finally fix upon the differentials that should exist between rates from the several groups of mines. None of the intervening coal companies have challenged their own rates as inherently unreasonable, and the Commission therefore, is not now authorized to pass upon the inherent reasonableness of any rates except those from the Roslyn group. Decision on all other questions relating to coal rates is reserved until properly before the Commission for determination. It may be observed, however, that if inherently reasonable rates are fixed for all groups the question of differentials will automatically adjust itself.

ORDER.

This cause having been regularly heard and considered and the Public Service Commission of Washington having this day made and entered its findings and conclusions herein, now

ORDERED, That the Northern Pacific Railway Company be, and it is hereby required and directed within twenty days from the service of this order upon it, to file with this Commission a tentative schedule of coal rates as outlined in Paragraph VII of the findings and conclusions hereto attached.

Upon the filing of said tentative schedule the Commission will designate a time and place of hearing at which the railway company and all other parties interested will be heard as to what reasons, if any, they have why said rates, or any of them, should not be made effective. Upon the conclusion of said hearing such order will be made as then appears to be just, reasonable and lawful.

In pursuance of the foregoing order a hearing was held at Olympia, Washington, on August 21, 1914. Evidence was introduced by the several parties to the proceeding, and after having considered such evidence and reconsidered the evidence theretofore introduced, and being fully advised, the Commission on August 25, 1914, made and entered the following:

SUPPLEMENTAL FINDINGS AND CONCLUSIONS AND ORDER

The Commission adopts and reaffirms all the Findings and Conclusions entered herein on the 31st day of July, 1914.

The Commission finds and concludes that the rates hereinafter stated are just, reasonable, sufficient and compensatory maximum rates per net ton of 2,000 pounds to be applied in the future by the Northern Pacific Railway Company to the movement of coal and commodities taking coal rates in carloads from the Roslyn group of mines (including Beekman, Cle Elum, Lakedale, Ronald and Roslyn) to the points of destination on the Northern Pacific Railway in this state hereinafter stated, and that the present coal rates of the Northern Pacific Railway from the Roslyn group of mines to said points of destination are unjust, unreasonable and excessive for the future to the extent that they exceed the rates herein prescribed:

Roslyn, Wash., to—

Easton	\$.50	Sunnyside	\$1.15
Talmage .....	.40	Lichty	1.20
Nelsons .....	.40	Grandview	1.25
Baker .....	.40	Alfalfa	1.05
Cle Elum .....	.40	Satus	1.10
Ronald .....	.40	Empire	1.15
Beekman .....	.40	Mabton	1.20
Lakedale .....	.40	Byron	1.25
Teanaway .....	.40	Prosser	1.30
Bristol .....	.40	Gibbon	1.35
Kountz .....	.40	Chandler	1.40
Dudley .....	.40	Klona	1.50
Thorp .....	.40	Rome	1.50
Shoskin .....	.40	Badger	1.55
Ellensburg .....	.50	Erie	1.60
Holmes .....	.55	Vista	1.65
Thrall .....	.55	Kennewick	1.70
Indio .....	.60	Pasco	1.70
Umtanum .....	.65	Ainsworth Jct.	1.75

Wymer .....	.70	Burbank	1.75
Roza .....	.70	Two Rivers	1.75
Hillside .....	.75	Attalia	1.80
Pomona .....	.80	Hunts	1.80
Selah .....	.80	Wallula	1.80
North Yakima .....	.80	Adams	1.80
Yakima City .....	.85	LeGrow	1.80
Parker .....	.90	Slater	1.85
Wapato .....	.95	Welland	1.85
Monte .....	.95	Adkins	1.85
Wesley Jct.	1.00	Eureka	1.85
Topenish	1.00	Babcock	1.85
Sunnyside Jct.	1.05	Lee	1.85
Granger	1.10	Elwood	1.90
Outlook	1.15	Clyde	1.90
Pickard	1.90	Eltopia	1.90
Reser	1.90	Vale	1.80
Pleasant View	1.90	Mesa	1.85
Lamar	1.85	Cactus	1.85
Shaw	1.90	Connell	1.85
Paddock	1.90	Emery	1.85
Climax	1.90	Hatton	1.90
Rulo	1.90	Cunningham	1.90
Thiel	1.90	Beatrice	1.90
Dry Creek	1.90	Providence	1.95
Sudbury	1.90	Akron	1.95
Pedigo	1.90	Lind	1.95
Walla Walla	1.90	Ruby	1.95
Mill Creek Jct.	1.90	Paha	2.00
Hector Spur	2.00	Essig	2.00
Harbert	2.00	Ritzville	2.00
Kibbler	2.00	Coker	2.00
Tracy	2.00	Tokio	2.00
Riffe	1.95	Keystone	2.05
Sapolil	1.95	Concord	2.05
Buroker	2.00	Sprague	2.05
Spring Creek	2.00	Kline	2.05
Gilliam	2.00	Fishtrap	2.10
Dixie	2.00	Tyler	2.10
Eastman	2.00	Babb	2.10
Minnick	2.00	Cheney	2.10
Coppel	2.00	W. W. P. Crossing.....	2.15
Waitsburg	2.00	Meadow Lake	2.15
Huntsville	2.05	Medical Lake	2.20
Longs	2.05	G. N. Crossing	2.20
Klum	2.05	Deep Creek	2.20

Dayton	2.05	Hite	2.25
Snake River	1.85	Reardon	2.25
Walker Spur	1.85	Mondovi	2.25
Windust	1.85	Davenport	2.25
Harder	1.90	Wheatdale	2.25
Davin	1.90	Omans	2.25
Perry	1.95	Gravelles	2.25
Riparia	1.95	Dennys	2.25
Flagpole	2.00	Rocklyn	2.25
Ridpath	2.00	Fellows	2.25
Central Ferry	2.00	Creston	2.25
Purrington	2.05	Wilbur	2.25
Penewawa	2.05	Govan	2.20
Swift	2.05	Almira	2.15
Almota	2.05	Hanson	2.15
Interior	2.05	Hartline	2.15
Wawawai	2.05	Coulee Jct.	2.10
Crum	2.10	Coulee City	2.10
Truax	2.10	Bacon	2.05
Bishop	2.10	Adco	2.00
Indian	2.10	Adrian	2.00
Moses	2.10	Shano	2.00
Alpowa	2.10	Bruce	2.00
Wilma	2.15	West Warden	2.00
Transfer	2.15	Rittell	2.00
Glade	1.75	Bassett Jct.	2.00
Sagemoor	1.80	Wheeler	2.00
Nagel	2.00	Cumberland .....	.90
Gloyd	2.00	Rosemar .....	.90
Shaffer	2.00	Navy .....	.90
Schrag	2.00	Myerson .....	.90
Marshall	2.15	Veazle .....	.90
Dynamite	2.20	Enumclaw .....	.95
Spangle	2.25	Blackburn .....	.95
Plaza	2.25	Webstone .....	.95
Northpine	2.30	Buckley	1.00
S. & I. E. Crossing	2:30	Valley Mill	1.00
Rosalia	2.30	Cascade Jct.	1.00
C., M. & St. P. Crossing	2.30	Burnett	1.05
Donohue	2.30	Spiketon	1.05
McCoys	2.35	Wilkeson	1.05
Oakesdale	2.35	Carbonado	1.10
O.-W. R. & N.—S. & I. E.	2.35	Melmont	1.10
Belmont	2.40	Fairfax	1.10
O.-W. R. & N. Crossing	2.40	South Prairie	1.05
Farmington	2.40	Broomfield	1.05

Eden	2.40	Arline	1.05
Garfield	2.40	Crocker	1.05
O.-W. R. & N.—S. & I. E.....	2.40	Morse	1.10
Cedar Creek	2.45	Wingate	1.10
Palouse	2.45	Orting	1.10
Fallons	2.50	Electron Rock Crusher.....	1.15
Whelan	2.50	McMillan	1.10
Pullman	2.50	Alderton	1.10
Pullman Jct.	2.50	Kanaskat .....	.85
Staley	2.50	Kangley Jct. ....	.90
Chambers	2.50	Selleck .....	.90
Johnsons	2.50	Barneston .....	.90
Colton	2.50	Hemlock .....	.95
Uniontown	2.50	Halmar	1.00
Leon	2.50	Kerriston	1.00
Sunshine	2.50	Byrd .....	.90
Hangman	2.15	Ravensdale .....	.90
Spokane	2.15	Covington	1.00
Parkwater	2.15	Sooz	1.00
Irvine	2.20	Wyanco	1.00
Velox	2.20	East Auburn	1.15
Otis Orchards	2.20	Auburn Trfr.	1.15
Moab	2.20	Auburn	1.15
Weston .....	.60	Christopher	1.15
Lester .....	.65	Thomas	1.15
Hot Springs .....	.70	Kent	1.15
Nagrom .....	.70	O'Brien	1.15
Maywood .....	.70	Orillia	1.15
Humphrey .....	.75	Black River	1.15
Eagle Gorge .....	.80	Argo	1.15
Lemolo .....	.80	Seattle	1.15
Headworks .....	.85	Lake Union	1.15
Palmer Jct. ....	.85	Interbay	1.15
Palmer .....	.85	Ballard	1.15
Big Six .....	.85	Fremont	1.15
Nolte .....	.85	Latona	1.15
Occidental .....	.85	University	1.15
Bayne .....	.85	Wood Spur	1.15
Fleet .....	.85	Keith	1.25
Pontiac	1.25	Machias	1.50
Lavilla	1.25	Bartlet	1.50
Belden	1.25	Hartford	1.50
Lake	1.25	Zahler	1.50
Kenmore	1.25	Denmark	1.50
Wrenwood	1.25	Lochloy	1.50
Hannan	1.25	Beachwood	1.50

Bothell	1.25	Granite Falls	1.50
Stockton	1.25	Enos Quarry	1.55
Woodinville	1.25	Atlas	1.55
Renton	1.20	Cut Off	1.55
Sanford	1.20	Tunnel No. 2.....	1.55
Quendall	1.20	Robe	1.55
May Creek	1.20	Bogardus	1.60
Factoria	1.20	Gold Basin	1.60
Kennydale	1.20	Hemple	1.60
Wilburton	1.20	Tyree	1.60
Midlakes	1.20	Silverton	1.65
Northrup	1.20	Bonanza Queen	1.65
Kincaid	1.20	Barlow Pass	1.70
Feriton	1.20	Monte Cristo	1.70
Kirkland	1.20	Lake Cassidy	1.50
Firlock	1.20	Kelmire	1.50
Hollywood	1.25	Getchell	1.50
Willows	1.25	Ryton	1.50
Redmond	1.30	Harvey	1.55
Hampton	1.30	Sisco	1.55
Sammamish	1.30	Edgecomb	1.55
Inglewood	1.30	M. & A. Transfer.....	1.55
Monohon	1.50	Arlington	1.55
Pickering	1.50	Cooper	1.60
Issaquah	1.50	Jenora	1.60
Grand Ridge	1.50	Cicero	1.60
High Point	1.50	Oso	1.60
Margon	1.50	Halterman	1.65
Preston	1.50	Rowan	1.65
Lovegreen	1.50	Hazel	1.65
Fall City	1.50	Welton	1.65
Craven	1.50	Lampson	1.65
Snoqualmie Falls	1.50	Fortson	1.65
Niblock	1.50	Sheomat	1.70
Snoqualmie	1.50	Gebbott	1.70
North Bend	1.50	Darrington	1.70
Tanners	1.50	Bryany	1.60
Weeks	1.50	Hilldale	1.60
Sallal	1.50	Philchuck	1.60
Bear Creek	1.25	Days	1.60
Sand Spur	1.25	McMurray	1.60
Grace	1.25	Ehrlich	1.65
Maltby	1.30	Buxton	1.65
Bromart	1.30	Montborne	1.65
Snohomish	1.35	Chilco	1.65
Varden	1.35	Big Lake	1.65

Sherwood	1.35	Nookchamp	1.65
Ebey Jct.	1.35	Tiloh	1.65
Lowell	1.35	Heather	1.65
Everett	1.35	Clear Lake	1.65
Madrona	1.35	Skagit Jct.	1.65
Sedro Woolley	1.65	Sherlock	1.35
Norlum	1.70	Coyleston	1.40
Thornwood	1.70	Molberg	1.40
Prairie	1.75	Union Mill	1.40
Wickersham	1.75	Lacey	1.40
Mirror Lake	1.75	Olympia	1.45
Gale	1.75	Black Lake	1.50
Roxbury	1.75	Belmore	1.50
Park	1.75	Overton	1.55
Blue Canyon	1.80	Little Rock	1.60
Idlewild	1.80	Bordeaux Jct.	1.60
Rowanda	1.80	Mima	1.60
Agate Bay	1.80	Blakeslee Jct.	1.60
Mogul Log Co.....	1.85	Blakeslee	1.60
Natson	1.85	Foram	1.60
Silver Beach	1.85	Grand Mound	1.65
Larson	1.90	Rochester	1.65
Bellingham	1.90	Gate	1.60
So. Bellingham	1.90	Oakville	1.65
Doran	1.75	Bagshaw	1.65
Saxon	1.75	Lytle	1.65
Acme	1.80	Porter	1.70
Comar	1.80	Malone	1.70
Standard	1.80	Elma	1.70
McDonalds	1.80	Kraft	1.70
Coyne	1.80	Whites	1.75
Van Zandts	1.80	Rayville	1.75
Cases Spur	1.80	McCleary Jct.	1.75
Deming	1.80	McCleary	1.75
Abbott	1.80	Hillgrove	1.75
Lawrence	1.85	Smith	1.75
McKees	1.85	Simpson	1.75
Nooksack	1.85	Macks	1.70
Crescent	1.85	Satsop	1.75
Sumas	1.90	Montesano	1.75
Dieringer	1.15	Weatherwax	1.75
Sumner	1.15	Stockwell	1.75
Meeker	1.15	Aberdeen Jct.	1.80
Puyallup	1.15	Junction City	1.80
Tide Water	1.15	Cosmopolis Jct.	1.80
Tacoma	1.15	Cosmopolis	1.80

So. Tacoma	1.15	Mayfair	1.80
Lake View	1.20	South Bend	1.80
Hillhurst	1.25	Napavine	1.60
Roy	1.35	So. Aberdeen	1.80
Yelm	1.40	Markham	2.00
Rainier	1.45	Ocosta	2.00
McIntosh	1.50	Bay City	1.80
Scheel	1.50	Aberdeen	1.80
Mentzer	1.50	Ninemire & Morgan	1.80
Tenino	1.50	Hoquiam	1.80
Polehn	1.50	Grays Harbor City	2.00
Bucoda	1.50	Gray Gables	2.00
Wabash	1.55	Chenais Creek	2.00
Country Club	1.25	Tulips	2.00
American Lake	1.25	Copalis	2.00
Cosgrove	1.25	Carlisle	2.00
Dupont	1.30	Onslow	2.00
Sunset Beach	2.00	Stearnsville	2.00
Moclips	2.00	Aloha	2.00
Centralla	1.55	Pacific	2.00
Chehalis	1.55	Evalina	1.60
Chehalis Jct.	1.60	Winlock	1.60
Littel	1.60	Veness	1.65
Adna	1.65	Vader	1.65
Bunker	1.65	Olequa	1.70
Ceres	1.65	Castle Rock	1.75
Meskill	1.65	Ostrander	1.75
Mays	1.65	Kelso	1.80
Dryad	1.70	Carroll	1.80
Onn	1.70	Kalama	1.85
Doty	1.70	Hermione	1.85
Pe Ell	1.70	Martins Bluff	1.85
McCormick	1.70	Woodland	1.85
Walville	1.75	Ridgefield	1.90
Ashlock	1.75	Felida	1.95
Pluvius	1.75	Vancouver Jct.	1.95
Custer	1.75	Hidden	2.15
Guerrier	1.75	Barberton	2.15
Frances	1.75	Homan	2.15
Forest	1.75	Laurin	2.15
Globe	1.75	Brush Prairie	2.15
Lebam	1.75	Tenny	2.15
Natippee	1.80	Battle Ground	2.15
Holcomb	1.80	Crawford	2.15
Wheaton	1.80	Helson	2.15
Menlo	1.80	Wall	2.15

Willapa	1.80	Lucia	2.15
Shore	1.80	Dole	2.15
Raymond	1.80	Yacolt	2.15
Turney	1.80	Vancouver	1.95

From a consideration of all the facts and circumstances shown by the evidence, we find and conclude that reparation should not be ordered made on shipments moving during the two years preceding the complaint herein.

ORDERED, That the Northern Pacific Railway Company be, and it is hereby required, on or before the expiration of twenty days from the date of the service of this order to publish and make effective maximum rates on coal and commodities taking coal rates in carloads, as prescribed in Findings and Conclusions of even date herewith.

No. 1555.

PUBLIC SERVICE COMMISSION OF WASHINGTON ON RELATION OF TRANSPORTATION BUREAU OF SEATTLE CHAMBER OF COMMERCE, MANUFACTURERS' ASSOCIATION OF SEATTLE, AND PACIFIC COAST SHIPPERS' ASSOCIATION, *Complainants*, v. GREAT NORTHERN RAILWAY COMPANY AND NORTHERN PACIFIC RAILWAY COMPANY, *Respondents*.

Complaint was filed with the Commission on August 20, 1913, and October 3, 1913, hearing was held in Seattle, testimony introduced and the cause continued for further hearing at such time as the parties should agree upon.

September 29, 1914, the complainant advised the Commission that satisfactory arrangements had been completed with the respondents and that the cause be dismissed.

November 10, 1914, the Commission entered order of dismissal.

No. 1606.

PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF PACIFIC NATIONAL LUMBER COMPANY, *Complainant*, v. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY AND TACOMA EASTERN RAILWAY COMPANY, *Respondents*.

Complaint alleged overcharge on lumber shipments during the years 1910, 1911 and 1912. Hearing was held and testimony taken.

Pending.

No. 1628.

PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF
A. J. HOSKIN, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY,
Respondent.

On December 9, 1913, complaint was filed asking for a refund on shipments on the Marcus division of the respondent company between January 11 and February 13, 1912.

On the motion of the complainant, "That the Supreme Court has passed upon the case which was the cause of this complaint and its decision has done away with the necessity of pressing this matter," the cause was dismissed, by the Commission's order of September 26, 1914.

No. 1647.

Northern Pacific Railway Company. Order permitting refund of switching charges in Spokane.

No. 1654.

PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF
UNION IRON WORKS, *Complainant*, v. NORTHERN PACIFIC RAILWAY
COMPANY, *Respondent*.

Hearing at Spokane, March 16, 1914. The Commission, April 22, 1914, made findings and order as follows:

That defendant, Northern Pacific Railway Company, on August 26, 1913, filed with the Public Service Commission of Washington its tariff No. 2205-a, W. P. S. C. No. 835 naming class and commodity rates between Seattle and other points in Washington, Oregon and Idaho, and Spokane and other points in the same states, which tariff became effective October 1, 1913, and contained, among other things, the following provisions:

Rule No. 35, Page 26.

"IRON AND STEEL ARTICLES, viz.: (see Item 390).

"Bridge, Wharf, Gas House and Structural Iron and Steel fabricated or unfabricated, consisting of: Angle, Bars (with head, eye or screw threads), Braces, Beams, Bridge Railing, Channel, Circular Frames, Columns, Corrugated Flooring, Girders, Joist Hangers, Nuts and Bolts (not including Carriage, Wagon, Machine and Lag Bolts), Piling, Plate (No. 11 and heavier), punched or not punched, bent or not bent, Post Caps and Bases, Pulleys (Tank or Reservoir). Rails, Riveted and Cast Shoes, Rivets (not less than $\frac{1}{2}$ inch in diameter), Rods (with head, eye or screw threads), Sidewalk and Floor Plates (without glass), Transmission Towers, Truss Bars and Corrugated Bars for reinforce-

ing concrete construction. Trusses, Tees, Pler, Washers, Weights, Tees, straight or mixed carloads, minimum weight 40,000 lbs."

That Item No. 385 of said tariff (Page 54) named certain rates from Chehalis, Centralia, Tacoma, Seattle and Everett, Washington, to certain points of destination therein indicated on

"Iron and Steel, Bar or Slab (up to and including 6 inches in width), Rod, Hoop or Band, straight or mixed carloads," the rate from Seattle to Spokane therein named being 40 cents per hundred pounds.

That Item No. 390 of said tariff (Page 54) named certain rates from Chehalis, Centralia, Tacoma, Seattle and Everett, Washington, to points of destination therein indicated on iron and steel articles as described in said Rule No. 35, the rates thereon from Seattle to Spokane being 50 cents per hundred pounds.

That defendant, Northern Pacific Railway Company, through its agents by whom complainant's business with said railway company was handled for some time prior to the commencement of the above entitled action, interpreted the foregoing provisions of said tariff to mean that bridge, wharf, gas house and structural iron and steel, fabricated or unfabricated, consisting of angle, bars and rods, as described in said Rule No. 35 should take the rates named in said Item No. 385, unless such iron and steel articles were accompanied with head, eye or screw threads, which interpretation of said tariff was incorrect. That under said tariff said bridge, wharf, gas house and structural iron and steel, fabricated or unfabricated, consisting of angle, bars and rods, as described in said Rule No. 35, with or without head, eye or screw threads, should take the rates named in said Item No. 390. That upon said hearing the defendant conceded that said tariff should be so constructed and indicated its willingness and intention to immediately instruct its proper agents to adopt such construction instead of the interpretation theretofore applied by them.

WHEREFORE, IT IS ORDERED, That defendant hereafter apply, charge and enforce the rates named in said Item No. 390 on page 54 of said tariff to all shipments of bridge, wharf, gas house and structural iron and steel, fabricated or unfabricated, consisting of angle, bars and rods, as described in said Rule No. 35, with or without head, eye or screw threads, from the initial points named in said Item No. 390 to the points of destination in the State of Washington therein named.

No. 1669.

PUBLIC SERVICE COMMISSION OF WASHINGTON ON RELATION OF GRANGER
BRICK & TILE COMPANY, *Complainant*, v. NORTHERN PACIFIC RAILWAY
COMPANY, *Respondent*.

Complaint filed February 11, 1914, charged discrimination by the respondent against the complainant by charging a lesser rate to competing companies, on brick, than they charged the complainant.

Defendant answered complaint, admitting the rates charged, but denying that lower rates were charged other shippers under like circumstances or conditions, and denied that the adjustment of rates was discriminatory or prejudicial.

Before a formal hearing was held on the case the complainant on its own motion asked for a dismissal of the action, which dismissal was made in accordance therewith, by order of the Commission dated August 18, 1914.

No. 1674.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF E. K. BULL, *Complainant*, v. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Respondent*.

Hearing at Seattle, April 14, 1914. Findings and order made by the Commission May 13, 1914, as follows:

That the Chicago, Milwaukee & St. Paul Railway Company is a corporation owning and operating a railway line between points in the State of Washington as a common carrier of freight and passengers for hire.

That the complainant is a resident of Change Creek, Washington, a point on the defendant's said railway line about sixty-four miles east of Tacoma, Washington. That there is no town or community at Change Creek or in the immediate vicinity thereof other than complainant with his family and about four or five other settlers, part of whom have families residing in that vicinity. The defendant maintains no station at Change Creek. Complainant conducts a goat ranch at Change Creek and the only freight or express business arising at Change Creek, according to the evidence, is the goat milk which might be shipped by complainant, which would not exceed three or four gallons per day at the present time. Complainant contends that this industry is susceptible of considerable development at and in that vicinity, particularly if an express or freight service could be maintained with regular stops at Change Creek. That the quantity of freight or express destined to Change Creek or other stations in that vicinity for residents of Change Creek or vicinity is very limited. The defendant maintains a station and agent at Garcia, a station about two and one-half or three miles from Change Creek; that there is a wagon road leading from Change Creek to Garcia which is passable, although not a good road. Shipments to complainant have been billed to Garcia since that station was opened, although defendant has at several times stopped trains at Change Creek to discharge freight for the convenience of complainant. The freight charges on freight shipped to complainant from *January 11, 1911, to November 26th, 1913*, were approximately \$53.06. Eight other residents of the district in the vicinity of Garcia and Change Creek have received freight over the defendant's line during said period, the

total freight charges thereon were, including charges on freight received by complainant as stated, approximately \$82.21. Defendant's railway at and in the vicinity of Change Creek is maintained on a grade of one and seven-eighths per cent. The elevation of the railway is very much higher than complainant's place near Change Creek, and there is a very steep and rocky descent from the railway track to complainant's residence; that opposite complainant's residence the railway curves sharply around a rocky bluff, and trainmen would be unable to signal from one end of a train to the other if trains were to be stopped at that place. Complainant contends that a short distance from this curve there is a tangent where trains could stop, but this is near the curve and on a similar grade and the danger resulting from stopping trains at this point would not be materially less than the danger resulting from stopping trains opposite complainant's residence. The Commission can find no justification in the evidence in this case for requiring the defendant to stop its freight or passenger trains at Change Creek. The fact that the highway from Change Creek to Garcia is not such as it should be cannot in itself, or in connection with the other facts in this case, justify the Commission in making any order against the defendant herein. While it may be proper to take into consideration probable development of an industry tributary to a proposed station through the establishment of such station, in connection with the existing revenue producing business, when the existing revenue producing business is considerable, the Commission is clearly of the opinion that the possibility or probability of the future development of an industry or industries taken alone or in connection with the very limited revenue producing business tributary to the proposed station, as disclosed by the evidence in this case, would not sustain an order requiring the establishment of a station at Change Creek or requiring the defendant to stop any train or trains at said place.

WHEREFORE, IT IS ORDERED, That this case be, and it hereby is, dismissed.

No. 1677.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY AND CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Respondents*.

Complaint respecting station facilities. Hearing was had at Rochester, May 6, 1914, and July 2, 1914, the Commission made findings and order as follows:

The Northern Pacific Railway Company and the Chicago, Milwaukee & St. Paul Railway Company are each corporations owning, operating and managing separate lines of railway for the transportation of persons and property for hire between points in the State of Washington. Said lines of railway intersect each other at Rochester, in Thurston County.

Rochester is an unincorporated community and is the commercial and shipping center for a large surrounding rural district.

For about fifteen years past the Northern Pacific Railway Company has maintained a station building at Rochester for the accommodation of its freight and passenger traffic. Said station building is about forty feet long, twelve feet wide and eight or ten feet high, of light frame construction. It is divided into three rooms of about equal size. The body of an old box car is used in connection with said building as a station facility.

The Chicago, Milwaukee & St. Paul Railway was constructed through Rochester about three or four years ago. Prior to the construction of the Chicago, Milwaukee & St. Paul Railway the Northern Pacific Railway did not maintain a station agent at Rochester. When the Chicago, Milwaukee & St. Paul Railway was under construction the Northern Pacific Railway installed an agent to take care of the increased business incident to such construction and maintained such agent until on or about January 1, 1914, at which time the agent was taken away. The Chicago, Milwaukee & St. Paul Railway crosses the Northern Pacific Railway at a point within the community known as Rochester about one-half mile distant from the present Northern Pacific station.

The Chicago, Milwaukee & St. Paul has a small station building at the junction of the two lines, but has never maintained an agent.

The earnings of the two lines at Rochester are not sufficient to justify them in maintaining separate agents at their respective stations, but there is sufficient business to justify the maintenance of a joint agency.

The station buildings of the Northern Pacific Railway at Rochester are old and inadequate and the shipping public is seriously inconvenienced by reason of there being no agent. The service of the Chicago, Milwaukee & St. Paul is also inadequate by reason of the lack of an agent at its station.

It is feasible for the roads to construct and maintain a union station with a joint agent at, or near, the junction of the two roads.

A station so located with a joint agent will furnish adequate and reasonable service and facilities to the patrons of both roads; and will better serve the community of Rochester, the surrounding territory and the general public, than will separately established stations with or without agents.

From a consideration of all the evidence, the Public Service Commission of Washington finds and concludes that the just and reasonable needs of the community of Rochester and the surrounding territory and the shipping and traveling public requires the construction of a union station at Rochester at, or near, the junction of the Northern Pacific Railway and the Chicago, Milwaukee & St. Paul Railway, and the maintenance of a joint agency and that the reasonable needs of said community and the general public do not require the maintenance of separate stations.

ORDERED, That the Northern Pacific Railway Company and the Chicago, Milwaukee & St. Paul Railway Company do within sixty (60) days from and after the service of this order construct an adequate station building for the joint use of their railway lines near the intersection of their said lines at Rochester; that upon the completion of said station buildings said companies shall install, and thereafter maintain, a joint agency at Rochester. Upon the completion of said station buildings and the installing of a joint agency there, that said companies may discontinue their present separately established station facilities at Rochester.

August 30, 1914, on petition of respondents, the Commission granted respondents a reasonable additional time to complete the station buildings.

No. 1715.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF BELLINGHAM CHAMBER OF COMMERCE. *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY. *Respondent*.

Hearing at Bellingham, July 15, 1914. On September 22, 1914, the Commission issued findings and order as follows:

That relator, Bellingham Chamber of Commerce, is a voluntary organization of the citizens of the City of Bellingham, Washington.

That defendant Great Northern Railway Company is now, and has been at all the times herein mentioned, a corporation owning, operating and maintaining, as a common carrier, a railway system in the State of Washington, one line of which system extends from Seattle, Washington, northerly through Everett, Bellingham, Ferndale and other points, to Blaine, Washington, connecting with a railway line extending thence to Vancouver, British Columbia. Defendant operates passenger and freight trains over said line extending from Seattle, Washington, to Vancouver, British Columbia. Defendant operates five northbound passenger daily trains, which stop at Ferndale, viz.,

TO THE NORTH.

Train No. 356 arrives at Ferndale at 4:54 A. M.

Train No. 360 arrives at Ferndale at 12:30 P. M.

Train No. 270 arrives at Ferndale at 4:14 P. M.

Train No. 278 arrives at Ferndale at 10:02 P. M.

Train No. 358 arrives at Ferndale at 8:03 P. M.

Defendant operates four southbound passenger trains daily, which stop at Ferndale, viz.,

TO THE SOUTH.

Train No. 357 arrives at Ferndale at 2:35 A. M.

Train No. 277 arrives at Ferndale at 6:40 A. M.

Train No. 273 arrives at Ferndale at 2:17 P. M.

Train No. 355 arrives at Ferndale at 5:43 P. M.

The town of Ferndale has a population of approximately twelve hundred inhabitants, with business houses consisting of six groceries, three blacksmith shops, two drug stores, one bank, two shoe shops, one harness shop, one hardware store, one jeweler store, one pool room, one milliner store, one moving picture show and tributary to Ferndale there are six saw mills and six shingle mills, one creamery and cheese factory, one fruit cannery, and one large condenser. In the vicinity of Ferndale are located a large number of farmers who transact considerable business with the county offices, banks and business places in the city of Bellingham, and who have frequent occasion to travel from Ferndale to Bellingham over defendant's railway line. The passenger business between Ferndale and Bellingham is considerable, defendant having sold eleven hundred and eighty-one tickets from Ferndale to Bellingham during the month of April, 1914, which defendant considers a fair average of such business from month to month during the year. Approximately one-third of the passengers carried by the defendant between Ferndale and Bellingham are residents of the town of Ferndale, while the remaining two-thirds, or approximately that proportion, are principally farmers residing in the vicinity of Ferndale.

Defendant's southbound passenger trains, which stop at Ferndale during the forenoon, are trains Nos. 357, arriving at Ferndale at 2:35 A. M., and 277, arriving at Ferndale at 6:40 A. M. That it is impracticable, and in many instances impossible, for farmers or others residing at points tributary to the station of Ferndale, to attend to the milking of cows, taking care of stock and other farm chores, and drive to the station at Ferndale in time to make connection with the 6:40 morning train; such hour of departure for said train being particularly inconvenient and burdensome to the patrons of said railway company when it becomes necessary or desirable for ladies or children to take said train to Bellingham or other points. Said train No. 277 arrives at Bellingham before 7:00 o'clock in the morning, at which time none of the county offices, banks, or other places of business in the town of Bellingham are open, which results in serious inconvenience, discomfort, and annoyance to the patrons of the defendant.

That train No. 277, which arrives at Ferndale at 6:40 A. M., starts from Blaine, Washington, and runs to Seattle, Washington, making connection at Everett, Washington, with Great Northern train No. 4, being one of the eastbound transcontinental trains operated by defendant. Train No. 277 arrives at Everett at 10:02 A. M., while No. 4 arrives at said station at 10:10 A. M. Patrons of the defendant company starting from Blaine, or from points between Blaine and Everett for points on the Great Northern main line, or its connections east of Everett, have no means of making connection with train No. 4 at Everett, other than train No. 277, and the schedule of train No. 277 cannot be altered so as to cause said train to stop at Ferndale ma-

terially later than 6:40 A. M. without seriously disarranging defendant's train schedule, and inconveniencing the traveling public.

Defendant operates a passenger train southbound, No. 359, which is a limited train running on a fast schedule between Vancouver, British Columbia and Portland, Oregon. This train is scheduled to stop only at Blaine, Bellingham, South Bellingham, Burlington, Mt. Vernon and Everett on the run between Vancouver and Seattle, the stop at Burlington being required by operating rules, for the reason that Burlington is a junction point. Competition between rail carriers and between rail and water carriers for passenger business between Vancouver and Seattle and between rail carriers between Seattle and Portland and intermediate points, is very keen, requiring a limited train operating between Vancouver and Seattle to make the run in as little time as is consistent and safe. Train No. 359 leaves Vancouver at 10:00 o'clock, A. M., passes through Ferndale without stopping and arrives at Seattle at 3:15 P. M. This train when leaving Seattle for Portland is operated out of Seattle on the same tracks over which a competing train is operated, which competing train leaves Seattle at 4:00 P. M. Train No. 359 must leave Seattle at or before 3:50 P. M. in order to maintain its running rights out of Seattle against the competing train leaving over the same tracks at 4:00 P. M. Consequently train No. 359 cannot be required to make additional stops, which would result in such train arriving at Seattle later than 3:50 P. M. without preventing train No. 359 leaving Seattle for Portland until after the departure of its competing train, which leaves at 4:00 o'clock, P. M., thereby depriving defendant of considerable revenue which would otherwise be received by it in handling passengers which it would lose to the competing train leaving Seattle at 4:00 o'clock. That the time lost by said train No. 359 in making a station stop does not exceed eight minutes, which includes the time used at the station as well as the time lost in slowing down to a stop and in getting under way after the stop. Train No. 359 is scheduled to make six stops between Vancouver and Seattle, thus losing approximately forty-eight minutes, leaving four hours and twenty-seven minutes of its running time between Vancouver and Seattle available for covering the distance between said points, which is one hundred and fifty-six (156) miles, the average distance per hour being approximately thirty-five miles. That said train under operating rules is required to reduce speed to eight miles an hour before crossing the bridge over the Nooksack River, which is approximately 1,500 feet north of Ferndale station. That by reason of the fact that said train is required to reduce speed to eight miles per hour near the station of Ferndale the time required for making the stop at Ferndale would be materially less than otherwise, and not sufficient to materially affect the running schedule of said train, or to prevent said train reaching Seattle in time to depart therefrom prior to the departure of said competing train, which leaves Seattle at 4:00 P. M.

That the passenger service now furnished by defendant between the town of Ferndale and the city of Bellingham is unjust, unreasonable, inadequate and insufficient. That it is necessary for the defendant to cause said train No. 359 to stop at Ferndale for the purpose of receiving passengers destined to Bellingham and other points south of Ferndale at which said train is scheduled to stop for the discharge of passengers, in order that its service in respect to the transportation of persons may be just, reasonable, adequate and sufficient.

The Commission is of the opinion that it would not be justified in requiring said train No. 359 to stop at Ferndale for the purposes hereinbefore mentioned if such train would, under operating rules, be permitted to pass through Ferndale at its regular rate of speed instead of being required to reduce speed while crossing said bridge over the Nooksack River, near said station.

WHEREFORE, IT IS ORDERED, That from and after the expiration of twenty (20) days from the date this order is served upon the defendant, said defendant shall cause said train No. 359 to stop at Ferndale for the purpose of receiving passengers destined for Bellingham and other points south of Bellingham at which said train is scheduled to make regular stops for receiving or discharging passengers.

No. 1742.

PUBLIC SERVICE COMMISSION OF WASHINGTON. *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

December 11, 1913, resolution of the Commercial Club of Stanwood, complaining of dangerous lighting conditions at the station was filed with the Commission. July 3, 1914, the Commission on its own motion filed formal complaint. Hearing was had at Stanwood July 14, 1914, and September 22, 1914, the Commission made findings and order as follows:

That defendant Great Northern Railway Company is a corporation owning, operating and maintaining a railway system in the State of Washington, one line of which extends through the town of East Stanwood, in Snohomish County, Washington, said railway line being operated as a common carrier of passengers and freight.

Defendant maintains at East Stanwood a passenger depot where it receives and discharges passengers and freight. Under defendant's schedule passenger trains arrive at said station at 8:05 P. M., 2:30 A. M., and 5:20 A. M. daily. That said railway line serves a community of approximately one thousand people located at and in the vicinity of East Stanwood. That passenger revenues received by defendant from the sale of local tickets to passengers boarding defendant's trains at East Stanwood run from twelve hundred to fifteen hundred dollars per month, and outgoing freight business billed from said

station returns a revenue of upwards of ten thousand (\$10,000.00) dollars per month. Defendant's passenger depot is located at the west side of its main track at said station, the train platform extending along the easterly side of said depot and being approximately two hundred feet in length. Defendant maintains a house track at said station, which is located parallel with and adjacent to the west side of said depot. Immediately west of the south end of the depot platform the public highway crosses said house track at grade, and immediately east of the south end of the depot platform said highway crosses the main track, passing track and team track of said railway at grade. The town of Stanwood is located a short distance west of said depot, and the majority of people transacting business with defendant at said depot go to and leave said depot by said highway crossing said house track near said depot and platform. Said depot platform is elevated about four feet above the ground, and an incline approach to said platform located near the southwest corner of said depot is provided for pedestrians going to and from said depot.

The only provision made by defendant for lighting said depot platform and the approaches thereto, consists of two Deitz lamps. That the only provision made by defendant for lighting the waiting rooms in said depot consists of one ordinary coal oil lamp in each waiting room, and one similar lamp in the corridor between the waiting rooms. That defendant customarily provides two lamps, each having lighting capacity of from thirty-two to sixty candle power for lighting depot platform at stations similarly situated, where traffic and other conditions are practically the same as at defendant's station at East Stanwood. That the facilities for lighting the waiting rooms of said depot and the depot platform at said station are inadequate, and insufficient to enable defendant to promptly, expeditiously, safely and properly receive and deliver passengers and freight at said station, or to enable it to promote the safety, comfort and convenience of its patrons and employees, or the public, at said station. That it is necessary for the defendant to provide a suitable and sufficient light, having a lighting capacity equal to one sixteen candle power Tungsten light in each waiting room in said depot, and a suitable and sufficient light of similar capacity in the corridor between said waiting rooms, and a suitable and sufficient light having a lighting capacity equal to one thirty-two candle power Tungsten light at or near the northeast corner of said depot, and a suitable and sufficient light having a lighting capacity equal to a sixty candle power Tungsten light at or near the angle in the depot platform near the southwest corner of said depot, in order to make defendant's service facilities and trackage safe and adequate for the purposes hereinbefore mentioned.

WHEREFORE, IT IS ORDERED, That said railway company on or before the expiration of twenty (20) days from the date of service

of this order upon it, install, and thereafter maintain, a light or lights having a lighting capacity equal to one sixteen candle power Tungsten light in each of the waiting rooms in said depot, and in the corridor connecting such waiting rooms, and a light or lights having lighting capacity equal to one thirty-two candle power Tungsten light at or near the northeast corner of said depot, and a light or lights having a lighting capacity equal to one sixty candle power Tungsten light at or near the angle in the depot platform near the southwest corner of said depot.

No. 1751.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

Hearing at Chelan Falls, July 28, 1914. On August 5, 1914, the Commission made findings and order as follows:

The Great Northern Railway Company has recently constructed and is now operating a branch line of railway extending from its main line at or near Wenatchee, Washington, northerly following the west bank of the Columbia River to and through the village of Chelan Falls, which is located on the west bank of the Columbia River and near the south bank of the Chelan River in Chelan County, Washington, said branch line of railway extending across said Chelan River and northerly.

Prior to the construction and operation of said branch line of railway by the defendant water transportation on the Columbia River was conducted by a steamboat company which served various points on the Columbia River from Wenatchee to Brewster in Okanogan County, Washington, including the community at and in the vicinity of Chelan Falls. At about the time of the completion of said branch railway defendant constructed a station building at a point about three-fourths mile north of the Chelan River, which point is approximately one mile on a direct line north of the village of Chelan Falls. Residing at or in the immediate vicinity of Chelan Falls and on the south side of the Chelan River and west of the Columbia River are about seventy-five or eighty people, while about the same number reside within a short distance of Chelan Falls but on the east side of the Columbia River, having access to Chelan Falls over a public ferry operated on the Columbia River near said village, between points on opposite banks of said river south of the point where Chelan River flows into the Columbia River. There is no ferry operated on the Columbia River available to the people living in the vicinity of Chelan Falls other than the ferry hereinbefore mentioned. That the shortest route to defendant's station located a short distance north of Chelan River available to the inhabitants of Chelan Falls, or the people living in the vicinity thereof on either side of the Columbia River, consists of a public highway leading from Chelan Falls to the

town known as Chelan Lake, located near the east end of Lake Chelan, thence to Chelan Landing, the name of the station on defendant's railway located a short distance north of the Chelan River. This highway, after leaving Chelan Falls follows along the Chelan River on the south side thereof to a point near Chelan Lake where the highway crosses Chelan River by a bridge, thence following down Chelan River and on the north side thereof to Chelan Landing. The distance from Chelan Falls to the station at Chelan Landing by the route described being approximately nine miles. The bridge across the Chelan River, located near Chelan Lake, is several hundred feet higher than the town of Chelan Falls and the station of Chelan Landing, and the highway leading from Chelan Falls to the bridge is very steep, much of the distance between said points having a ten per cent grade, while the highway leading from the bridge referred to to Chelan Landing descends to approximately the same elevation at Chelan Landing as the elevation at Chelan Falls.

The defendant has provided no facilities at Chelan Falls for receiving or discharging freight or passengers. The nearest station located on defendant's railway south of Chelan Falls is Stamen, which is located at a point about six miles distant therefrom. There is no highway between Chelan Falls and Stamen on the west side of the Columbia River, the country between said points being in many places practically impassable. The highway on the east side of the Columbia River does not reach Stamen which is located on the west side of the Columbia River. The inhabitants of Chelan Falls and vicinity have no passenger service available, it being necessary for passengers destined to or from Chelan Falls to leave or board defendant's trains at Chelan Landing and traverse the highway leading westerly to Chelan Lake, thence easterly to Chelan Falls, traveling a distance of approximately nine miles over steep grades, requiring travel of approximately eighteen miles round trip and consuming from two to two and one-half hours when the trip is made by ordinary vehicles.

Immediately tributary to Chelan Falls on the west side of the Chelan River are orchards approximately five years old aggregating about 350 acres, from which about three carloads of fruit will be available for shipment during the present season. In the same locality are about twenty acres of canteloupes, from which from two to three thousand cases, about six or eight carloads, will be produced during the present season and will require shipping commencing about the 7th of August, 1914. Tributary to Chelan Falls and located on the east side of the Columbia River are orchards about five years of age aggregating about 650 acres, from which about twelve carloads of winter apples will be available for shipment during the present season. Tributary to Chelan Falls and located on either side of the Columbia River are orchards and gardens from which a considerable quantity of soft fruits and vegetables, approximately ten cars, will

be available for shipment during the present season. Approximately 15 or 20 per cent of the soft fruits, canteloupes, vegetables and winter apples available for shipment at Chelan Falls during the present season must be shipped in less than carload lots, in order that such produce may be marketed. The output of the orchards in the immediate vicinity of Chelan Falls, located on either side of the Columbia River will naturally increase during the next two or three years, at which time about one thousand cars of apples should be available for shipment from Chelan Falls each season. Located at Chelan Falls and within a very short distance of defendant's railway is a flour mill having a capacity of from 300 to 500 cars output per year. This flour mill, prior to the construction of said railway line, shipped its output almost entirely by water transportation on the Columbia River. The construction and operation of the railway line has resulted in discontinuance of water transportation on the river, since which the flour mill has been unable to operate, no transportation for its product having been provided by the defendant. Located on the east side of the Columbia River are upwards of four thousand acres of grain producing land in cultivation within eight or nine miles of Chelan Falls. A part of the grain and hay produced on this land will under normal conditions go to the Mansfield branch of defendant's railway for shipment. Hay and feed usually commands higher prices at points on defendant's said railway north of Chelan Falls than are obtainable on the Mansfield branch and under usual conditions nearly all, if not all, of such products would be shipped from Chelan Falls. The grain and hay, wheat, fruits, vegetables and flour mill products, which, under normal conditions, would be shipped from Chelan Falls would equal about 411 carloads per year, such quantity increasing as the orchards referred to mature. About 70 or 80 per cent of the shipments mentioned would be carload shipments and the balance require shipment in less than carload lots, in order that same may be marketed. That it is impractical to ship said products, or any thereof, from the station of Chelan located immediately north of Chelan River under existing conditions, and unless provision is made by defendant for receiving such carload shipments and less than carload shipments at Chelan Falls for shipment the community of Chelan Falls and the members thereof will be greatly and irreparably injured. A large proportion of the less than carload shipments originating at Chelan Falls, or in the vicinity tributary thereto, will occur during the months of June, July, August and September of each year and defendant should provide for receiving such less than carload lot shipments and forwarding same, and should maintain an agent at Chelan Falls for that purpose during said months.

That said railway has been recently constructed and has been in operation only a short time. The cost of constructing a highway from Chelan Falls to the present station immediately north of Chelan River, including a wooden bridge over said river, would be approxi-

mately \$10,000. While it is clearly necessary for the defendant to provide for handling less than carload shipments, as well as carload shipments from Chelan Falls under existing conditions, and stopping its trains for receiving and discharging passengers at Chelan Falls, the Commission will not, at this time, make an order requiring a permanent station at Chelan Falls, in view of the conditions referred to.

WHEREFORE, It Is ORDERED, That defendant, on the expiration of twenty days from the date of service of this order upon it, install a suitable spur or side track at Chelan Falls for handling carload shipments, and that it provide suitable facilities at said place for receiving and forwarding less than carload shipments, and that it maintain an agent at Chelan Falls on and after twenty days from the date of service of this order upon defendant, and until October 1, 1914, and that such agent be maintained at said station during the months of June, July, August and September, 1915, unless otherwise ordered.

That on and after twenty days from the date of service of this order upon defendant it cause all passenger trains operated by it on said line to be stopped for discharging passengers, and to stop on flag at Chelan Falls for receiving passengers, and that defendant sell tickets to and from Chelan Falls, either upon its trains or through its proper agents, till otherwise ordered.

September 4, 1914, the Great Northern petitioned for a modification of the original order. Hearing was had at Chelan Falls November 4, 1914, and decision is under advisement.

No. 1770.

W. H. LATTI, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY.
Respondent.

Hearing at Chewelah, September 5, 1914. On November 7, 1914, the Commission made findings and order as follows:

That the Great Northern Railway Company is a corporation owning and operating a system of railway lines in the State of Washington as a common carrier of passengers and freight. That respondent owns and operates as a part of said system a railway line extending from Spokane, Washington, to and through the city of Chewelah, in Stevens County, Washington, thence northerly to other points in said state, which railway line connects with the main line of respondent's system at Spokane, which extends westerly to the city of Seattle and other points in the State of Washington.

That the city of Chewelah is centrally located in the Colville Valley, which is well adapted to stock raising and dairying. Tributary to said city of Chewelah, and located on either side of said valley.

are large areas suitable for grazing purposes and well adapted to stock raising. That the farmers in said Colville Valley and adjacent districts are taking up stock raising and dairying, which industries have developed materially during the past few years and should continue to develop extensively in said districts and surrounding country. That during the period intervening between January 1, 1913, and the date on which hearing was had in this cause, approximately thirty-three carloads of cattle were shipped from said station of Chewelah over respondent's railway line and connecting carriers, and about nine carloads of stock were shipped to said station over said lines. During said time four or five carloads of sheep were shipped over said lines to said station, and about six carloads of immigrant movables, in which were included about twenty-two head of stock. That the freight revenue received by respondent and other carriers for said livestock shipments during said period amounted to about \$1,626.00, of which \$1,404.86 represented earnings of respondent's line in connection therewith.

That respondent has failed to provide suitable or sufficient cattle pens or yards at or in the vicinity of said station for shippers' use in collecting live stock, or in feeding or loading such stock for shipment on respondent's line, the only pens available having been constructed almost entirely by shippers who nailed planks on the bents and other supports of a platform located near respondent's industry track at said station, which platform is used for loading ore on respondent's cars for shipment. That said pens so constructed consist of the space between two sets of bents under said platform, which is approximately sixteen feet square, together with a small pen of about the same area connected therewith, all of which is insecure, insufficient and inadequate, no provision being made for watering or feeding livestock therein. That this space under said platform is not high enough to permit a man on horseback entering such pens for the purpose of assisting in selecting cattle or horses, or loading same into cars. That a considerable portion of cattle shipped from said station are range cattle, and not accustomed to being handled by men on foot, for which reason it is unsafe for a man to enter such pens on foot for the purpose of selecting stock, or for the purpose of loading stock on cars, by reason of all which respondent's service facilities and equipment at said station are insufficient and inadequate to enable respondent to properly receive and transport or deliver cattle, horses, sheep or hogs.

That the cost and expense of constructing a suitable cattle pen twenty-four feet wide, and forty-eight feet in length, being respondent's standard one-pen yard, and of providing such pen with suitable facilities for feeding and watering livestock while confined therein will be approximately two hundred and fifty (\$250.00) dollars. That it is necessary that defendant should construct and maintain its

standard one-pen yard as described, with suitable facilities for feeding and watering livestock while confined therein at said station to make respondent's service facilities and equipment sufficient and adequate.

WHEREFORE, It Is ORDERED, That respondent construct and maintain at its station at Chewelah, Washington, its standard one-pen yard, twenty-four feet in width and forty-eight feet in length, with suitable facilities for feeding and watering livestock while confined therein within sixty days from the date of service of this order upon it.

No. 1772.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, OF THE RELATION OF JOHN DEERE PLOW COMPANY, *Complainant*, vs. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

On September 3rd, 1914, complaint was filed protesting against the raise from third class to first class on Stationary and Farm Gasoline Engines in N. P. Tariff Supplement No. 10 to N. P. Tariff No. 2310-A, which supplement was to become effective Sept. 15, 1914.

Upon receipt of the complaint the Commission, by its order of Sept. 3, 1914, suspended the going into effect of the tariff for the period of ninety days from Sept. 15, 1914, pending a hearing on the merits of the case.

No. 1802.

IN THE MATTER OF THE SUSPENSION AND CANCELLATION OF THE NORTHERN PACIFIC RAILWAY COMPANY'S LOCAL FREIGHT TARIFF AT SEATTLE, WASHINGTON, BEING NORTHERN PACIFIC RAILWAY COMPANY'S W. P. S. C. TARIFF No. 929 AND NORTHERN PACIFIC RAILWAY COMPANY'S I. C. C. TARIFF No. 5669.

The Northern Pacific Railway Company, having published and filed its tariff No. 333-L, being W. P. S. C. No. 929, which tariff was issued Sept. 18, 1914, to become effective upon intra-state business October 19, 1914, which tariff will, if permitted to become effective, cancel Northern Pacific Railway tariff No. 333-K, being W. P. S. C. No. 916, and it appearing that by the terms of said Northern Pacific Railway Co. tariff No. 333-L, the rates prescribed for car movements in certain districts therein described will not apply on business interchanged with other lines; that on such business the rates shall be those rates prescribed in Northern Pacific Railway tariff No. 2010-A, or issues thereof; that the districts within which said tariff shall not apply on business interchanged with other lines are the following, to-wit: Between districts K and L, K and G, K and K, K and I, K and J, L and K, L and G, L and H, L and I, and L and J.

That if said tariff No. 333-L is permitted to become effective it will permit unjust discrimination against shipments between said districts F, G, H, I and J through K to and from points on the line of the Columbia & Puget Sound Railway Co., and shippers carrying on business within the districts hereinbefore described will be thereby deprived of the benefit of rail transportation between said districts through district K, in which district interchange of cars is made by the said railway companies and points on said railway lines, except at increased rates; that said tariff if permitted to become effective will have the effect of increasing the rates, charges and tolls upon shipments between said districts through district K and points on the railway lines of said Columbia & Puget Sound Railway Company, the Oregon-Washington Railroad & Navigation Co., and Chicago, Milwaukee & St. Paul Railway Company, within the State of Washington; that shippers located in said districts have filed a complaint with the Public Service Commission of Washington, challenging the reasonableness of the rates proposed to be made effective by said tariff No. 333-L, and praying that said tariff be suspended pending investigation thereof.

WHEREFORE, IT IS ORDERED, That said Northern Pacific Railway tariff No. 333-L, being W. P. S. C. 929, issued September 18, 1914, to become effective upon intra-state business October 19, 1914, and such tariff is hereby suspended in so far as same affects intra-state traffic for the period of ninety (90) days from the date upon which the same would otherwise take effect.

DISPOSITION OF CASES DECIDED AND STATUS OF PENDING CASES AFFECTING ELECTRIC RAILWAY COMPANIES.

Nos. 74 and 76.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON (FORMERLY THE RAILROAD COMMISSION OF WASHINGTON), *Complainant*, v. PUGET SOUND ELECTRIC RAILWAY, *Respondent*.

Hearing at Seattle April 15, 1914, on petition for rehearing. Findings and order entered by the Commission May 12, 1914, as follows:

The Puget Sound Electric Railway, hereinafter referred to as "The Company," is a corporation of the State of New Jersey, and owns and operates a system of electric interurban railway between the cities of Seattle and Tacoma with branches to Renton and Puyallup.

The lines included in the system owned and operated are as follows:

Main Line, Seattle to Tacoma	32.012 miles
Renton Branch	2.749 miles
Orting (or Puyallup) Branch.....	6.311 miles
Tide Flats Line (in Tacoma).....	.508 miles

Total 41.58 miles

The total track included in the system "owned and operated" is as follows:

	<i>First Main Track</i>	<i>Second Main Track</i>	<i>Total Main Track</i>	<i>Other Tracks</i>	<i>Total Tracks</i>
Tacoma to Seattle	32.012	11.763	43.775	5.711	49.486
Renton Branch	2.749	....	2.749	1.704	4.453
Orting Branch	6.311	....	6.311	.520	6.831
Tide Flats Line .....	.508	....	.508	.081	.589
Puyallup Avenue Yards.....	....	....	....	1.200	1.200
Bay Street Yards.....	....	....	....	2.078	2.078
Total	41.580	11.763	53.343	11.294	64.637

There are fifty-nine regular stations on the lines operated by the Puget Sound Electric Railway, not counting the stops made at the

various street intersections within the terminal cities. The distance from the passenger station in Tacoma to these stations is as follows:

Waverly	8.20	Earlington	26.96
Tidehaven	3.72	Renton Junction	25.49
Goldau	4.23	Black River	26.01
Meeker	11.17	Tukwila	26.65
Puyallup	9.94	Foster	27.12
Berrytown	9.16	Mortimer	27.44
Cedarhurst	8.39	Riverton	27.94
Firwood	7.51	Allentown	28.11
Ardena	6.38	Quarry	28.45
McAleer	5.24	Duwamish	28.85
Willow Junction	4.64	Cardmores	29.31
Cushman	4.94	Floraville	29.58
Fife	5.41	Southside	30.02
Milton	6.59	Meadows	30.23
Edgewood	8.86	Davis	30.47
Jovita	9.71	Chicago Avenue	31.06
Bluffs	11.08	Van Asselts	31.30
Pacific City	11.39	MacKays	31.49
Algone	12.48	Burts	31.57
Farrow	12.94	Maple	31.70
Auburn	14.54	Marinos	31.81
Christopher	16.29	Georgiats	31.94
Meredith	16.81	McLeans	32.16
Thomas	17.74	Colvins	32.30
Kent	19.63	Georgetown	32.53
O'Brien	21.75	Englewood	32.96
Orilla	23.79	Argo	33.28
Nelson's	24.82	Spokane Avenue	34.29
Renton	27.93	Seattle	36.50

In the cities of Seattle and Tacoma the Company operates over the rails of the local street car systems. This accounts for the difference in mileage between the terminal points as shown (36.5 miles) and the length of the main line as shown (32.012 miles).

The Company also owns, but does not operate, what is known as the Old Puyallup line extending from Fern Hill (a part of Tacoma) to Puyallup, and the "Portland Avenue Line," extending from Puyallup Avenue, in Tacoma, to South 42nd Street in the same city. These lines are under lease to the Tacoma Railway & Power Company and are operated by that company. The Company also owns and operates light and power systems, in conjunction with its railway system, for the purpose of supplying light and power to Kent, Auburn and Milton and other localities along its line. This investigation involves only the transportation rates on the lines "owned and operated," though it

is necessary to consider the light and power systems which were built and are now operated in conjunction with the railway.

This Company commenced to operate in September, 1902. At that time it installed a schedule of rates which remained practically unchanged until October 17, 1909. On that date it put a tariff in force making substantial advances in its rates. The original complaint in this action challenged the reasonableness of those increased rates. On March 17, 1910, and April 7, 1910, the former Railroad Commission, after an extensive investigation as to the value of the property, operating expenses, revenues and kindred questions, promulgated its orders in this action establishing rates to be thereafter charged. The rates so prescribed were, with minor exceptions, the same rates the Company itself originally established, except that an increase of the through one way rate between Seattle and Tacoma from 60 cents to 73 cents, and an increase of the through round trip rate between the same points from \$1.00 to \$1.25 were allowed. A more particular statement of these rates will be made later.

On appeal to the superior court of Thurston county and to the supreme court, the orders were sustained. (*Puget Sound Electric Railway vs. Railroad Commission*, 65 Wash. 75.)

By its valuation findings (dated February 26, 1910), the Railroad Commission found that the cost of reproduction new of the property owned and used for railroad purposes as described above was as of June 30, 1909, \$4,157,588; that the then depreciated value, based upon such cost of reproduction new, was \$3,598,232, and the value of the property upon which the Company was entitled to earn a fair return at fair rates was fixed at \$4,070,237, as of said date.

The Railroad Commission estimated that under the increased through rates between Seattle and Tacoma, the Company would retain all its through traffic; that taking into consideration the increased earnings therefrom, the Company would earn not less than 7% upon the value of the property as found. The Railroad Commission further found that the value of the service to the patrons would not justify higher rates than those allowed, and as the Company would earn not less than 7% on the value of its property at those rates, it could not reasonably exact more.

The decision of the supreme court shows that the orders were affirmed by that court on the theory that the Railroad Commission had correctly anticipated the results to follow from operation under the rate prescribed. After the case had been decided against the Company the rates prescribed were put in force, effective October 14, 1911.

More than two years have now elapsed since the orders of the Railroad Commission became effective. The Company has petitioned for a rehearing as to all matters involved in the former orders. Under section 89 of the present Public Service Commission Law (Chapter 117, Laws of 1911), the Company is entitled to such rehearing and to a

reconsideration of the reasonableness of those orders in view of the facts disclosed as to the actual operations of the Company under the rates prescribed.

As stated above, the Railroad Commission fixed the value of the operating property as of June 30, 1909, at \$4,070,237. Since that date the following additions have been made:

June 30, to end of that year.....	\$37,156.00
Calendar year 1910.....	111,994.00
Calendar year 1911.....	91,476.00
Calendar year 1912.....	76,901.00
First six months 1913.....	54,673.00
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Total additions	\$372,200.00

Accepting the value fixed by the Railroad Commission as a basis for calculation, this makes the value as of June 30, 1913, \$4,442,437.00.

The findings of the Railroad Commission do now show the actual cash invested in the railway property *owned and operated* on June 30, 1909, the date on which the value was fixed at \$4,070,237. That Commission did find, however, that the cash invested on that date in such owned and operated property, including the Portland Avenue line in Tacoma, owned but not operated, was \$3,710,805.15. Our investigation shows that to December 31, 1907, \$19,688.15 had been invested in the Portland Avenue line and that no additions thereto were made until 1912. Deducting this last stated sum from \$3,710,805.15, leaves \$3,691,117.00 as the investment in the operating railway property on the date the Railroad Commission fixed the value at \$4,070,237. These figures show that the Railroad Commission fixed the value upon which the Company was entitled to earn a return of 7% at a sum (\$379,120) in excess of the cash then actually invested in the property.

We are not able to verify the Railroad Commission's finding of \$3,710,805.15 as the investment on June 30, 1909, in the property included therein (the property owned and operated including also the Portland Avenue line). Our investigation shows that on December 31, 1909, there was but \$3,211,222.89, in the aggregate, invested in the railroad property owned and operated, the Portland Avenue line and the light and power systems. The accuracy of these figures is not disputed by the Company. If they are correct, the investment found by the Railroad Commission (\$3,710,805.15) was too high and the value fixed (\$4,070,237) for the "owned and operated railroad" was more than \$379,120 in excess of the then investment.

That it might be fully advised as to the merits of the petitioner's application, this Commission caused a complete re-investigation of the Company's operations, including a complete re-appraisal of its physical property, to be made by the Commission's engineers and accountants.

The following table shows the average investment each year in the "railway system owned and operated," including, also, the light and power systems. These figures were deducted by averaging the investment at the beginning and end of each year, except the year 1913. The figure shown for 1913 is the average investment for the six months next preceding June 30, 1913:

<i>Year.</i>	<i>Average Investment.</i>
1902	\$1,899,980.75
1903	2,206,948.92
1904	2,393,912.29
1905	2,448,695.65
1906	2,535,707.45
1907	2,729,133.48
1908	2,976,351.53
1909	3,159,740.30
1910	3,283,147.66
1911	3,372,137.62
1912	3,464,792.29
1913 (six months).....	3,523,358.49

The actual cash investment of June 30, 1913, in the same property was \$3,527,817.85.

The Commission's engineer now estimates the cost of reproducing the railway system (owned and operated) alone, as of June 30, 1913, at \$4,076,369.00. This sum includes operating real estate to the amount of \$1,056,123.00. The Commission's engineer estimates the cost of reproducing the light and power system as of June 30, 1913, at \$63,121. The estimated cost of reproducing the railway system owned and operated and the light and power system being \$4,139,490. The company's engineer estimates the cost of reproduction new at a figure \$411,632 in excess of the figure stated by the Commission's engineer. The discrepancy is largely due to a difference of opinion as to the present value of the operating real estate. On the other hand, several apparently well-informed real estate men state that the real estate values allowed by the Commission's engineer are grossly excessive. We do not think it would serve any good purpose to attempt to reconcile these differences, assuming they could be reconciled, which is doubtful. Our reasons will appear later.

The company has introduced evidence to the effect that it will be necessary to expend upwards of \$300,000 in the immediate or near future for necessary renewals and betterments. For the reason that will be stated presently we have not thought it necessary to examine this claim critically. In fact, we have disregarded it entirely. We may say, however, that it is a matter of common knowledge that this line is a badly run-down condition and extensive repairs and improvements will be necessary to enable it to furnish safe and satisfactory service.

In considering whether the rate orders should now be revoked, thus permitting the company to increase its rates, we have concluded to test the reasonableness of the petition by the actual cash invested in the property rather than by the larger sum fixed by our predecessors, as the value of the property, or by what we might now find to be the cost of reproduction.

The cost of reproduction on June 30, 1913, as estimated by the Commission's engineer, is here stated as a matter of interest. It is not used as the value of the property but only for the purposes hereinafter indicated.

COST OF PRODUCTION.

Railway system (owned and operated)	\$4,076,369 00
Kent Light & Power System.....	32,441 00
Auburn Light & Power System.....	20,232 00
Milton Light & Power System.....	781 00
600 volt D. C. Light & Power System.....	1,280 00
13,000 volt A. C. Light and Power System.....	8,387 00
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	\$4,139,490 00

The property included in this tabulation is that the actual cost of which on June 30, 1913, was \$3,527,817.85, as shown by the company's books.

Cost of reproduction.....	\$4,139,490 00
Actual investment in cash.....	3,527,817 85
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Excess of cost of reproduction over investment.. \$611,672 15

This large excess of reproductive cost over investment is explained by the fact that in estimating the reproductive cost, real estate was included at its present estimated cash value, which, of course, exceeds the actual cost of such property at the time it was acquired over ten years ago. Making allowance for this excess real estate value there is no greater difference than is to be expected in such cases between the physical value of the property now and the cost thereof as shown by the Company's books. The Commission regards the estimated cost of reproduction of use in this proceeding principally as a means of verifying the cost of the property as shown by the books. The fact that there is but a slight difference between the two is strong, if not conclusive evidence that the books of the Company actually do show the true investment.

We have already shown the investment in the property (railroad property owned and operated and light and power systems) for the several years 1903 to 1913, inclusive, as well as the investment on June 30, 1913. The railway property owned and operated and the light and power property were built as a unit. The books of the Company do not show the cost of these two classes of property sep-

arately and it is not now possible to make an exact segregation of the investment as between the two. Yet, a segregation of some kind is necessary, for our inquiry is as to the reasonableness of "the transportation rates," in view of the investment in property devoted to "transportation uses."

If the total investment on June 30, 1913, is apportioned on the percentage that the reproductive cost of the separate classes of property making up the total cost of reproduction bears to such total cost of reproduction, approximately correct results can be obtained. For the purposes of this case a division of the investment by that method will be made.

In making this apportionment, the actual cost of real estate should first be excluded from the total investment and the estimated cost of reproducing the real estate should likewise first be excluded from the total estimated cost of reproduction. The real estate was acquired primarily for transportation uses and is necessary for that use. The enhanced value thereof is included in the total cost of reproduction. To get a fairly accurate segregation, therefore, the real estate should first be excluded from both basic figures.

Total cash invested.....	\$3,527,817 85
Deduct cost of real estate at present owned.....	230,000 00

Cash invested exclusive of real estate.....	\$3,297,817 85
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Cost of Reproduction:

Railway system	\$4,076,369 00
Deduct real estate.....	1,056,123 00

Cost of reproduction of railway system exclusive of real estate	\$3,020,246 00
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Cost of reproduction of light and power systems.	63,121 00
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Actual cash investment in railway system, exclusive of real estate, apportioned on basis of cost of reproduction, exclusive of real estate.....	\$3,230,307 00
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Add actual cost of real estate.....	230,000 00
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Actual cash invested in railway system.....	\$3,460,307 00
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Actual cost of light and power system.....	67,511 00
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Actual cost of entire system.....	\$3,527,818 00
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We have then the following figures as to the property of petitioner used exclusively for transportation purposes:

Value as fixed by Railroad Commission with additions to June 30, 1913.....	\$4,442,437 00
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Cost of reproduction as estimated by Commission's engineer (June 30, 1913).....	\$4,076,369 00
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Cash Invested (June 30, 1913).....	\$3,460,307 00
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EARNINGS AND OPERATING EXPENSES.

The earnings and operating expenses of the railway system from the beginning of operations to June 30, 1913, have been as follows:

	Gross Earnings	Operating Expenses	Net Earnings
1902 (5 months) ..	\$68,527 12	\$52,373 14	\$16,153 98
1903	315,666 65	208,297 89	74,049 38
1904	372,077 95	265,402 85	57,776 54
1905	393,717 23	254,256 96	96,730 39
1906	506,068 02	288,466 35	166,595 71
1907	620,552 65	376,733 02	175,325 45
1908	613,901 94	415,526 15	119,465 04
1909	739,934 63	500,571 47	239,363 16
1910	674,560 06	462,778 55	211,781 51
1911	578,022 21	439,630 86	138,391 35
1912	537,787 27	455,933 27	81,864 00
1913 (6 months) ..	254,125 85	250,239 68	3,886 17

The figures just stated show the result of railroad operation only.

The following table shows the results of operation of the railroad system owned and operated and light and power system. Column "A" shows the net earnings in dollars and cents. Column "B" shows the rate of net return computed on the average yearly investment for the years indicated:

	"A"	"B"
1902	\$16,153 98	.85%
1903	110,301 99	4.99%
1904	109,572 54	4.58%
1905	144,796 65	5.92%
1906	223,569 11	8.81%
1907	251,311 95	9.21%
1908	209,386 16	7.04%
1909	248,721 30	7.87%
1910	220,212 11	6.78%
1911	143,995 98	4.27%
1912	89,655 03	2.59%
1913 (6 months)	7,515 04	.42%

The net earnings in dollars and cents and the percentage of net earnings to investment are all computed without making any allowance for depreciation on the property. Depreciation, however, is a real expense and cannot be ignored. The evidence shows that depreciation should be allowed at the rate of 2% (computed on 4% compound interest basis). Deducting this allowance for depreciation from the rates of return shown, it is evident that the Company has earned the following net returns on its investment since its rates have been in controversy:

1910	4.78%
1911	2.27%
1912 .....	.59%
1913	1.58% deficit

The Railroad Commission in prescribing its schedule of rates said that under those rates the Company would earn a return of not less than 7% on a value of \$4,070,237. Its order was based upon that assumption. That Commission said:

"While we feel that a net return of seven per cent is liberal, we also feel that under the decision of the Supreme Court of the United States in *Wilcox v. Consolidated Gas Company*, *supra*, we would not be justified in allowing a less sum."

In affirming the decision of the Railroad Commission, the Supreme Court said:

"It is, therefore, apparent that with the general increase in rates allowed by the Commission, and with the patronage from through business approximately the same with the increased round trip from \$1.00 to \$1.25, the Company will have no difficulty in earning the seven per cent fixed by the Commission, in whose judgment as a proper and sufficient rate, we join."

It is apparent now that the Company has not earned the anticipated return. Disregarding the value fixed and testing the rates by the actual cash investment the Company in 1910 earned less than 5%; in 1911 less than 2½%; in 1912 barely more than one-half of one per cent; in 1913, it failed to earn operating expenses and depreciation. The deficit during the first six months of 1913 was \$21,549.00.

These figures it should be remembered are for the railway and light and power systems combined. In proportion to the amount invested, the light and power systems are better earners than the railway system, so that if a segregation should be made, the result would be still less favorable.

The surplus account of the Company since the beginning of operations to June 30, 1913, has been as follows:

1903	..... Surplus	\$25,873 89
1904	..... Surplus	32,057 15
1905	..... Surplus	46,860 48
1906	..... Surplus	86,276 89
1907	..... Surplus	113,335 18
1908	..... Surplus	116,682 67
1909	..... Surplus	26,237 49
1910	..... Surplus	2,736 35
1911	..... Deficit	4,307 72
1912	..... Deficit	94,362 77
1913	..... Deficit	180,570 68

In addition to the deficit shown on June 30, 1913, passed dividends on preferred stock have accrued on said date to the amount of about \$45,000.

It is pointed out by some of the intervenors who are opposing the granting of the Company's petition that this line was constructed to handle both freight and passengers; that the poor showing is due in a large measure to the fact that the Company has lost a large part of its

freight business. This loss is said to be due partly to poor management of the freight business and partly to conditions over which the Company has no control. These protestants insist that the Company should not be permitted to recoup itself for its freight losses by imposing higher rates on its passenger traffic. We agree with this contention. The possibility of losing the freight business was one of the risks assumed by the owners of the road when investing in the property. In equity those investors should not be permitted to shift their losses to a portion of the public in no way responsible for such losses. The foregoing figures, therefore, are not in themselves conclusive, and some consideration should be given to the decrease in freight business.

The year 1909 was the most prosperous in the history of the Company. In that year its gross earnings, both freight and passenger, were greater than in any other year. Up to that year the gross earnings had been constantly increasing. Since that year the earnings have been constantly decreasing. To state it in another way, that was the year during which the property was used to its greatest capacity; both freight and passenger.

The operations of that year, therefore, are the most representative upon which to divide the value of the property, or the investment, as between use for freight traffic and use for passenger traffic.

In 1909 the gross passenger earnings were \$544,054.26, and the gross freight earnings \$140,559.68; that is, the passenger earnings were 80% and the freight earnings 20% of the total gross freight and passenger earnings. If it is assumed that the loss in freight earnings should be charged entirely to the owners of the property and not imposed on the present passenger traffic, it follows that the present investment in property used for transportation purposes should be divided on the basis of the respective uses at the time the road was used to its fullest capacity, that is, the year 1909.

As already shown, the total investment (June 30, 1913) assignable to transportation only, was \$3,460,307. Apportioning this between freight and passenger uses upon the basis of 80% to the passenger and 20% to the freight, gives the following:

Investment assignable to passenger....	\$2,768,246 00
Investment assignable to freight.....	692,061 00

If the freight investment be considered as a total loss upon which the Company is now entitled to earn nothing from any source, there still remains a present passenger investment of \$2,768,246. Upon such remaining investment a fair return is not being earned, taking into consideration all sources of income, freight, passenger and light and power. Many combinations of figures could be devised varying more or less in detail, but all proving the same ultimate fact, to wit: That the Company from the present rates is not earning a 7% return upon the value fixed by the Railroad Commission, as that commission and the Supreme Court anticipated would be the case; neither is it earning any substantial return upon its actual cash invested, which in-

vestment as shown is more than \$600,000 less than the value so fixed and nearly \$1,000,000 less than such value plus cash expended for additions since made.

The rate schedule which the Company proposed to put into effect in October, 1909, provided for a uniform rate of 2 cents per mile between stations with the privilege to the public of purchasing commutation tickets in books of fifty tickets each, good for thirty days at a rate of 1.4 cents per mile with a round trip fare between Seattle and Tacoma of \$1.25. This schedule was condemned by the Railroad Commission as unreasonable and excessive. In lieu of those rates proposed by the Company the Commission established a schedule of what might be called "flat rates" between stations; that is, specific rates were made from every station on the line to every other station, no attempt being made to conform to any uniform mileage scale. The rates per passenger mile varied from .76 cents to as high as 5 cents per passenger mile. The rates so prescribed were, with minor exceptions, the same rates originally installed by the Company, except that the increased through single and round trip rates between Seattle and Tacoma were permitted to stand. For a more detailed statement of these rates, we refer to the opinion of the Supreme Court (65 Wash. 75). It was upon this scale of rates that the Commission and the Supreme Court determined that the Company would earn not less than 7% upon the ascertained value of its property. Actual operations under those rates now prove that the conclusions of the Railroad Commission and the Supreme Court were erroneous. It is of importance then to ascertain some of the more essential particulars in which the calculations of the Railroad Commission do not conform to the facts since developed.

The Railroad Commission based its conclusions upon the volume of traffic handled by the Company during the year 1909, which time has proven to have been the best year in the Company's history from a traffic standpoint. The Railroad Commission assumed that the traffic for succeeding years would be at least as heavy. As found by that Commission, the through business between Seattle and Tacoma furnished 56.8% of the total passenger revenue in 1909 amounting to \$285,026.05 in gross passenger receipts. It was assumed that the Company would carry the same number of through passengers at the higher through rates as had been hauled in 1909 under the lower through rates. If this condition had worked out it would have resulted in additional annual gross passenger revenue from through business of \$66,610.59, making a total gross passenger revenue from this source of \$351,636.64 per year. The actual revenue collected from this source has been:

For 1910	\$334,383 13
For 1912	292,302 07

The corresponding figures for 1911 and 1913 have not been worked up in detail, but it was found that the revenue from this source for

1911 was less than that for 1910 and that for 1913, less than that for 1912.

The Railroad Commission estimated that the gross earnings from all sources for 1910 would be \$856,556.98, whereas they were actually:

For 1910	\$696,809.85
For 1911	601,707 25
For 1912	567,856 95
For 1913 (6 months).....	268,595 65

The Railroad Commission estimated that the net earnings for 1910 would be \$289,179.32, *after allowing for depreciation*, whereas the net earnings have been:

For 1910	\$220,212 11
For 1911	143,995 98
For 1912	89,655 03
For 1913 (6 months).....	7,515.04

without allowing for depreciation.

The Railroad Commission estimated that the taxes chargeable to the operating property for 1910 would be \$26,500.00, whereas, the taxes paid by the Company on its operating railway property have been:

For 1910.....	\$51,162.49
For 1911	49,361.00
For 1912	52,426.04
For 1913 (6 months' accrual).....	33,781.40

The item of taxes on this line challenges attention when compared with the taxes paid by similar lines operating in the state.

For the fiscal year ending June 30, 1913, taxes paid per mile of track were:

Spokane & Inland Empire Railroad Company....	\$691 47
Seattle, Renton & Southern Railway Co.....	574 36
Pacific Northwest Traction Co.....	441 50
Washington Water Power Co.....	408 03
Walla Walla Valley Railway.....	269 14
Yakima Valley Transportation Co.....	197 47
Puget Sound Electric Railway.....	1,201 51

Notwithstanding the marked decrease in net and gross earnings during the years subsequent to 1909, the Company has actually carried an increased number of passengers.

The number of passengers carried in 1912 exceeded those handled during the year 1910 by 235,227. The number of passenger miles in 1910 was 29,342,324 as compared with 29,001,755 in 1912. This shows that although a greater number of passengers rode in the latter year, they took shorter trips. The additional passengers were evidently those riding in the suburban zones. In these suburban zones the rate per passenger mile is low as compared with the rate per passenger

mile for the longer hauls, so there is no contradiction in an increased number of passengers and a decreased passenger revenue.

The increase in local traffic has not been sufficient to offset the loss in through traffic.

By this, we do not mean to say that the suburban traffic should necessarily be made to bear the losses sustained on the through traffic. It may be pertinent to remark, however, that the Railroad Commission and the Supreme Court did, inferentially at least, sanction that very theory when those tribunals held that the deficit under a fair return from the entire business calculated upon the traffic for 1909 could be entirely made up in subsequent years by the imposition of higher charges on through business.

This loss of through business may be regarded somewhat in the same light as the loss of freight business. That is, if the road was built to handle both through and suburban passenger business the possibility of losing the through passenger business may to some extent be regarded as a distinct risk incident to the venture. When that loss has materialized it cannot all be shifted to those other patrons in no way responsible for it.

The following statement was compiled by our traffic expert after a careful study of the entire business for the year 1912:

STATEMENT SHOWING EARNINGS AND EXPENSES DIVIDED BETWEEN
LOCAL AND LIMITED TRAINS AND BETWEEN FREIGHT AND
PASSENGER, YEAR ENDING DECEMBER 31, 1912.

	Limited Trains Revenue	Local Trains Seattle, Tacoma Kent Auburn	Other Local Business	Total Passen- ger	Freight
Earnings	\$179,250.26	\$84,527.29	\$180,878.28	\$444,655.83	.....
Parlor Car Earnings ..	10,690.90	.....	.....	10,690.90	.....
Total ..	\$189,941.16	\$84,527.29	\$180,878.28	\$455,346.73	.....
Terminal Deduction .	11,509.65	5,684.28	.....	17,193.93	.....
Gross Income.	\$178,431.51	\$78,843.01	\$180,878.28	\$438,152.80	\$99,634.47
Operating Expense ...	104,547.62	48,413.45	157,269.26	310,230.33	73,735.77
Net	\$73,883.89	\$30,429.56	\$23,609.02	\$127,922.47	\$25,898.70
Taxes ..	9,596.06	7,995.26	26,027.15	43,618.47	8,807.57
Net Earnings..	\$64,287.83	\$22,434.30	(\$2,418.13) Loss.	\$84,304.00	\$17,091.13

The statistics for the year 1912 were the only figures available at the time of the investigation, showing the operations of the Company for a full year under the rates prescribed by the Commission's order. Those figures are used as fairly representative. The column "Other Local Business" includes the traffic in the suburban zones and shows

* (Total railway operating expenses \$436,392.14, including \$52,426.04 taxes. This does not include improvement reserve of \$19,541.13, which sum was expended for Georgetown and Tacoma enforced improvements. Net earnings from railway as above, \$101,395.13.)

that such traffic is not being made to bear the loss due to the falling off of through traffic.

If the statistics which we have just considered in detail are to be accepted as binding upon us in disposing of the petition, it is clear that the orders under review cannot stand. Some of the Company's patrons who appeared at the hearing in opposition to the granting of the petition, suggested that these figures were not entitled to any credit whatever because they were all taken from the books of the Company, as the accounts may have been manipulated for the purpose of making a poor showing. The same thought is suggested in the brief filed on behalf of these protestants. We are asked how do we know these figures are reliable? We can only know by using the same tests that must always be resorted to in cases of this character. The law prescribes the exact accounts that shall be kept. It is a violation of the criminal sections of the statute for the Company, its officers or employees to make false reports of its operation. The accounts have been checked over in the minutest detail by our own engineers, accountants and traffic experts, all men of experience in their respective lines of work and whose intelligence and integrity we have no reason to question. No evidence of juggling accounts has been found. Manifestly we must find the facts from evidence in the record. We cannot decline to consider undisputed evidence and base our conclusions on conjecture or suspicion. There is but one place from which data as to the investment, earnings and operating expenses of any public utility can ever be obtained. That place, of necessity, is the Company's books and accounts. By this we do not mean that minor inaccuracies were not found. There were such and they have been taken into consideration.

The same protestants maintain that, notwithstanding the showing as to earnings and expenses, the Company should not be relieved from the orders under review because of various alleged acts of mismanagement. Some of these should be noticed.

First: It is said the Company has grossly mismanaged its freight business. It is undeniable that most of the freight business has been lost. Some of it might have been retained if a greater effort had been made to cater to the reasonable requirements of the shipping public. However, in considering the passenger rates we have entirely disregarded the entire investment properly assignable to the freight traffic. We are assuming the Company is entitled to no return whatever upon that part of the investment. These protestants say mismanagement is proven because the freight rates on this line are lower than rates for similar service on other lines in the same general territory. The passenger rates, with few exceptions, are also lower. If low freight rates tend to prove the mismanagement, we could not logically deny the same effect to low passenger rates. Conceding merit to protestants' argument, an increase in all rates, both freight and

passenger, would be justified by the claim that good management required it.

Second: It is said that the Puget Sound Electric Railway has sacrificed its own interests by surrendering a franchise which it at one time had from the city of Seattle, under which it could have built its own line from the city limits into the center of that city. It now operates between Spokane Avenue, in Seattle, and the Seattle terminal over the rails of the local street car company. At Spokane Avenue the cars of the Puget Sound Electric Railway are turned over loaded to the street car company. Five cents out of each fare collected by the Puget Sound Electric Railway for every passenger entering or leaving Seattle, is paid to the street car company as its proportion of the revenue for the joint service performed by the two companies. As compensation for the equipment and crew which is furnished by the Puget Sound Electric Railway, the street car company pays the Puget Sound Electric Railway Co. $3\frac{1}{4}$ cents for each passenger so handled. Reduced to its simplest terms this arrangement simply amounts to this: The Puget Sound Electric Railway Co. pays the street car company $1\frac{3}{4}$ cents each for the use of power and tracks between the Seattle terminal and Spokane Avenue. The protestants say this is mismanagement and the work could be done with more economy if the Puget Sound Electric Railway had retained its own franchise and constructed its own line. There is no specific evidence before us as to what such a line would cost. It would have to be built through the dense business section of the city and no doubt would be relatively costly. The counsel for the company says the requirements of the surrendered franchise were so onerous that no company could operate under it. Although this franchise is much discussed, none of the parties appearing before us thought it of sufficient importance to introduce a copy of the franchise in evidence. However, if we had any reason to conclude it had a material bearing on the case, we would supply that omission ourselves. We have no power to deal with this company except as it now exists and operates under the franchises it now holds. We cannot assume that the city of Seattle, in accepting the surrender of the franchise referred to, was unmindful of the best interests of its own citizens and the traveling public. This much is certain: If the franchise had been retained and the track constructed under it, there would have been an increased investment and a duplication of facilities. Unnecessary duplication is not ordinarily conducive to economy.

There is evidence in the record from which sufficiently accurate conclusions can be drawn on this question.

During the year ending December 31, 1912, the Puget Sound Electric Railway collected fares from 960,552 passengers for transportation within the old city limits of Seattle, and of the amount so collected \$16,808.67, being one and three-quarter cents per passenger, was paid to the Puget Sound Traction, Light & Power Company. The amount

so received by the Puget Sound Traction, Light & Power Company represents the rental received by that company for the use of its tracks by the passenger cars of the Puget Sound Electric Railway. For the year 1912 the Puget Sound Electric Railway also paid the Puget Sound Traction, Light & Power Company \$2,910.75 for the use of the tracks of the latter company by the freight cars of the Puget Sound Electric Railway. The aggregate length of the track owned by the Puget Sound Traction, Light & Power Company within the city of Seattle which is used by the Puget Sound Electric Railway is approximately five miles, and the power used by the Puget Sound Electric Railway for operating its trains over this track is furnished by the Puget Sound Traction, Light & Power Company. The record shows that the total car mileage of the Puget Sound Electric Railway for the year 1912 was 1,915,945, of which 115,953 car miles were over the tracks of the Puget Sound Traction, Light & Power Company in Seattle. The record further shows that the total cost of power purchased by the Puget Sound Electric Railway for 1912 was \$9,534.48. This amount represents the cost of power for the operation of the cars of the Puget Sound Electric Railway outside of the two terminal cities, such operations aggregating for 1912, 1,688,782 car miles. The cost of power was therefore \$.0565 per car mile.

Accepting this cost for power per car mile, we may then assume that had the Puget Sound Electric Railway furnished the power necessary for the operation of its cars upon the tracks of the Puget Sound Traction, Light & Power Company in Seattle, such power would have cost \$953.45. Therefore, of the \$19,719.42 paid to the Puget Sound Traction, Light & Power Company by the Puget Sound Electric Railway Company in 1912, only \$18,765.97 can be considered as representing rental of the tracks of the latter company. The report of the Commission's engineer placed the cost of reproducing the railway property of the Puget Sound Electric Railway, exclusive of cars and electric equipment of cars, at \$3,535,343, or approximately \$54,400.00 per mile of track. Upon this basis we may assume that the very lowest figure at which the Puget Sound Electric Railway could have constructed terminal facilities equivalent to those now used by it, is \$272,000. It is apparent that the construction of street railway tracks within the limits of a large city is far more expensive than the cost of constructing a line which lies almost wholly outside of the limits of large cities, but as the record does not contain any estimate of the amount for which the Puget Sound Electric Railway could have constructed their own line into the city and as the above figure is certainly below what such line could have been constructed for, that figure may be accepted as a test by which to judge whether the rental paid by the Puget Sound Electric Railway Company to the Puget Sound Traction, Light & Power Company is excessive or not.

If we disregard taxes, maintenance, depreciation and all other expenses not directly chargeable to the operation of cars, we find that

the rental paid by the Puget Sound Electric Railway Company to the Puget Sound Traction, Light & Power Company for the year 1912, was slightly less than seven per cent of the \$272,000, which is admittedly far below what tracks in the city could have been constructed for by the Puget Sound Electric Railway. It is therefore apparent that under the present contract the Puget Sound Electric Railway is obtaining entrance to the city of Seattle far more economically than had it constructed and maintained its own line.

There is another reason why in this proceeding (which is one simply of review of the facts upon which the Railroad Commission based its orders) we cannot consistently condemn this terminal arrangement as unreasonable, even if there was some evidence in the record tending to prove their contention. The Railroad Commission assumed it was a reasonable arrangement and based its rates on that assumption. In the brief filed on behalf of the protestants, it is charged that this terminal contract was entered into subsequent to the date of the Railroad Commission's orders and was devised for the purpose of depleting the revenues properly accruing to the Puget Sound Electric Railway. The record does not sustain the charge. It is true that the contract under which the companies are now working is dated July 1, 1910, a date subsequent to the date of the Railroad Commission's orders. However, the present contract simply superseded one of the same tenor previously in effect and which was considered at great length by the Railroad Commission. (See printed opinion Railroad Commission, pp. 28-29.)

The only difference between the two contracts is this: the old contract, as construed by the accounting officers of the Company, did not require the street car company to pay the Puget Sound Electric Railway for those passengers transported on Puget Sound Electric cars on transfers issued by the street car company. The Railroad Commission said the contract had been misconstrued and such an allowance should be made. The new contract provides expressly that an allowance for that class of passengers shall not be paid.

As a matter of equity between the companies, we agree with the Railroad Commission that the Puget Sound Electric Railway should be recompensed for this transfer service. We hold further that, in so far as such contracts affect the charges to be extracted from the traveling public, they are ineffectual to impose on one class of traffic a burden that should be borne by another class. Consequently we have taken into consideration the increased revenue that would accrue to the Puget Sound Electric if any allowance for passengers transported on transfers should be made and find that while such an allowance would lessen the deficit of the Puget Sound Electric, it would not wipe it out, much less provide a return upon the investment. A similar terminal contract is in force in Tacoma, except there, the terminal company takes 5 cents out of the total fare and pays 2 cents per passenger for use of equipment and crew.

Third: There is another matter which is discussed by counsel for protestants in connection with the charges of mismanagement and that is the corporate relation existing between the Puget Sound Electric and the Puget Sound Traction, Light & Power Co. The latter company owns and operates the street car system in the city of Seattle as well as other properties. It also owns 98.7% of the stock of the Puget Sound Electric Railway. Both companies are managed by the Stone and Webster Management Association of Boston. As we understand counsel's argument it is contended that the low suburban fares of the Puget Sound Electric Railway, in the Seattle suburban zone, should be maintained, even though they are not compensatory, because the stock of the Puget Sound Electric Railway is owned almost entirely by the Puget Sound Traction, Light & Power Co., which company, it is assumed, earns a surplus from its street car operations in Seattle. While it is not so stated, the trend of the argument is that the earnings and expenses of both companies should be pooled and the surplus earned by the street car company will then offset the losses of the interurban company. As to whether or not the Seattle street car company does or does not earn a surplus, can only be determined when that company's affairs shall have been investigated. Assuming, however, that it does earn a surplus, such surplus contributed by the street car patrons in Seattle, cannot be appropriated as a matter of law or equity to the liquidation of a deficit incurred in operations elsewhere. The Puget Sound Electric Railway is a separate operating company furnishing a distinctive class of service. The ownership of its securities would become a matter of consequence only if it was intended to establish rates that would guarantee interest and dividends on such securities. In this case we are testing the rates by the actual cash invested, and not by the amount of outstanding securities. In such a case the ownership of the securities is wholly immaterial. The stock of this company must be owned by some one, if not by the Puget Sound Traction, Light & Power Company, by somebody else. But, whoever owns the stock the vital fact remains that under existing rates the Company is not now earning its operating expenses and depreciation and never has earned the return predicted by the Railroad Commission. If the surplus of the Puget Sound Traction, Light & Power Company may be appropriated to offset the deficit of the Puget Sound Electric Railway solely because of the stock ownership, we know of no reason why the theory should not be carried one step further. The Puget Sound Electric Railway owns the stock of the Tacoma Railway & Power Company. Evidence before the Commission in another proceeding tends to show that the Tacoma Railway & Power Company operates at a deficit under a fair return. Through the medium of the Puget Sound Electric the Seattle street car system controls the Tacoma street car system. If the street car traveling public of Seattle must contribute a surplus to make up the losses of the Puget Sound Electric Railway, why should it not be required to also pay the

deficit incurred in furnishing street car service to the public of Tacoma? Without further discussion, it may be said that the argument answers itself. If the street car system in Seattle is earning too much money it is the traveling public in Seattle that is entitled to the benefit of any readjustment that can be made.

Fourth: Counsel for the protestants also points to a number of particulars in which the expenses of the Company appear to be excessive when compared with similar companies operating elsewhere. Practically all these matters were critically discussed by the Commission's chief engineer in his written report on this property. The engineer says:

"It is doubtful, however, if the most efficient management and the most ideal conditions would effect an annual saving in the operation of the Puget Sound Electric Railway in excess of \$75,000.00. This saving would, of course, be added directly to the net earnings but even with this addition the earnings of 1911, 1912, and 1913 would fall woefully short of providing an adequate return upon the cash invested in the property or for that matter upon its depreciated value."

The conclusion of the engineer is plainly sustained by the evidence.

Fifth: Another matter discussed in protestant's brief should be mentioned:

It is said that the Puget Sound Electric Railway as to its operations within the city limits of Seattle is a "street railroad company" rather than an "interurban company;" that therefore section 25 of the public service commission law applies. That section provides: "No street railroad company shall charge, demand, or collect more than five cents for one continuous ride within the corporate limits of any city or town." This section, if applicable, would require a single one way fare of 5 cents between Seattle and all points in the Seattle suburban zone, except stations Cardmore to Tukwila, inclusive.

Assuming protestants are correct in saying the Puget Sound Electric Railway is a "street railroad company" with respect to that part of its operations, still this Commission cannot enforce a rate even for a street railroad company unless it is able to find from evidence produced at a hearing of which the company has had notice and an opportunity to be heard, that the rate to be enforced is in fact just and reasonable.

(See decision of Supreme Court in *State v. Crawford*, 74 Wash. 248.)

In this case as in all rate cases, there are two factors which must be given consideration, to wit: "The cost of furnishing the service" and "the value of the service to the patron." What we have said thus far bears particularly on the first factor. The other factor cannot be ignored particularly when as in this case the opinion of the Railroad Commission and that of the Supreme Court show that the value of the service to the patron was given great, if not controlling, weight by

the Railroad Commission in making the orders we are now asked to vacate.

Upon the facts then of record the Railroad Commission and the Supreme Court held that the Company could not be allowed to charge rates in excess of those prescribed:

1st. Because those rates would permit a return of 7% upon the value of the property after taking care of all operating expenses, fixed charges and depreciation.

2nd. Because any rates in excess of those prescribed would be more than the value of the service to the patron and a due consideration of that factor precluded the exaction of higher charges.

The legal and economic authorities bearing upon the theory of rate making are cited and quoted exhaustively in the opinions filed by the Railroad Commission and by the Supreme Court. By referring to the opinion of the Supreme Court (65 Washington Reports, 75) it will be noted that the court said at page 84:

"Hence, in determining the reasonableness of railway rates, consideration must be given, not only to the carrier, but to the individual requiring the service. The company is entitled to adequate recompense for the service it performs. The individual is entitled to a rate that he can reasonably afford to pay for the service he requires. Upon this point, both judicial and economic authority agree."

Again on the same page:

"A railroad is a public highway, created for public purposes. Such a corporation, although it owns the property it employs in the public service, must be held to have accepted its rights and privileges subject to the condition that the individual or the public whom it serves may be protected against unreasonable charges. The corporation may not be required to use its property for the benefit of the public without just compensation for the service it renders. Neither may it fix such a rate as will best suit its own interests, without regard to the rights of the public."

At page 85 it is said:

"The right of the company on the one hand to derive a fair income from its investment, and the right of the public on the other hand to have no more exacted than the services in themselves are worth, is announced in the Federal cases having to do with questions of this character."

At page 87 it is said:

"From these authorities, the true rules can be gathered, that rates can go no higher than the service is reasonably worth to the public requiring the service; and that the reasonable value of the service to the public may be insisted upon, even though charges so limited would fail to produce a fair return to the carrier upon its investment."

At page 89 it is said:

"The rate established at those points is one which the patrons can pay. It is one which we believe will give the company a profit over the cost of the particular service, and which, when added to the charges permitted to remain, will produce a revenue of 7% which, considering the character of the services and the rights of the public, we cannot say is either unreasonable or unjust."

At page 92 it is said:

"That the rates fixed in these suburban zones is one which will permit the company to accept business at a profit over the cost of operating expenses, is to our mind established by the evidence."

At page 96 it is said:

"And our affirmance of the commission's order is based not upon any theory of equitable estoppel alone, but upon the broader ground that the new rate is unreasonable; that it is more than the service is worth to the patron; that the old rate reinstated by the commission is one which the patron can afford to pay, and is all the service is reasonably worth to him; that it is one which the company can give the patron and perform the service at a profit over the cost of the haul, and hence is a reasonable rate to both company and the patron."

At pages 97 and 98 the court said:

"The valuation of the railway company, the estimate of future earnings, operating expenses, maintenance, depreciation, taxes, fixed and constant charges, and other results reached by the commission in determining the questions before it, are contested by the railway company. The inquiry was of such a nature as to call largely for expert testimony, and the findings made are necessarily of the same nature. In such a case great consideration should be given the findings of that body to whom the state has primarily given the right and authority to determine questions of this character. Such findings should not be disturbed unless they bear evidence of having been arbitrarily reached and without a full and due consideration of all the controlling facts. Their determination calls for the exercise of economic as well as legal principles. Courts may well review the questions submitted, in so far as they suggest the application of legal principles. In so far as they suggest the enunciation of proper economic rules, they must defer largely to those who, by study, experience, and calling, are in a better situation to determine what is and what is not a proper method of determination."

And in conclusion the court said on page 99:

"It is, therefore, apparent that, with the general increase in rates allowed by the commission, and with the patronage from through business approximately the same with the increased round trip from \$1.00 to \$1.25, the company will have no difficulty in earning the 7%

fixed by the commission, in whose judgment, as a proper and sufficient rate, we join."

These many expressions show that the court means to recognize the principle that neither factor should be considered to the exclusion of the other. The court does recognize, however, that there might be cases where both factors cannot be given the weight to which each is entitled in a normal case. In such an abnormal case the right of the patron to a reasonable rate must be given precedence.

That the Supreme Court of this state meant by its decision what we have construed that decision to mean, would be free from doubt if it were not that on pages 85 and 86 of its opinion our Supreme Court quoted abbreviated excerpts from two decisions of the supreme court of Maine. (*Water Co. v. Waterville*, 97 Me. 185, and *Water District v. Water Co.*, 91 Me. 371), which excerpts, as quoted, are capable of a different interpretation.

In those excerpts as quoted it was said that:

"The rates shall be no higher than the services are worth to them (the patrons), not in the aggregate, but as individuals."
and in another place:

"It (the company) must perform the duties to the public which it has voluntarily assumed, at rates not exceeding the value of the service to the public, taken as individuals, and this irrespective of the remuneration it may itself receive."

These two expressions considered absolutely by themselves would apparently justify the conclusion that a company in some instances could be required to base its rates solely upon the amount its patrons as individuals can severally afford to pay. That construction, however, is inconsistent with the many other expressions contained in the opinion of our Supreme Court. Moreover, when the opinion of the supreme court of Maine is read in its entirety, it is apparent that that court did not mean to say that the rates must be such as the patron could afford to pay as an individual disassociated from the general body of patrons. In *Water District v. Water Co.*, 99 Me. 371, immediately following the excerpts quoted by the supreme court of the state, the Maine court qualified its language concerning value of service by adding:

"It means the worth to the individuals in a community taken as a whole; it is the worth to the customers not as individuals, but as individuals making up a community of water takers."

The Railroad Commission evidently understood the Maine decision as we understand it. On page 21 of its printed opinion in discussing the authorities respecting "value of service" the Railroad Commission quotes the language to which we have just directed attention.

Moreover, on page 23 of its printed opinion in applying the doctrine of the Maine case to the facts then of record in this case, the Railroad Commission said:

"In the language of Justice Savage, what is this service worth to the patrons as individuals, but as individuals making up a community of constant travelers. It clearly is worth no more than they can pay and live, and, under this testimony, they cannot live and pay more than the old rates. It is not the purpose of the commission to intimate that a rate less than the cost of the particular service should or would be enforced in any case. If traffic cannot pay the movement cost, it ought not to become a burden upon the other traffic."

In the nature of things, railroad rates cannot be based solely upon the necessities of particular persons considered as individuals dissociated from the general body of the traveling public. Some persons are very poor and some are very wealthy, but the great mass of humanity falls within some class between the two extremes. No two persons are circumstanced exactly alike. If rates should be based solely upon the ability of different persons or classes of persons to pay, the rates must vary with every person or class of persons, and with the same person or class of persons those rates might vary from year to year or even from day to day. The public service commission law itself precludes the adoption of any such basis for rate making.

Section 9 of the public service commission law provided that the rates of all carriers shall be "*just, fair, reasonable and sufficient.*"

Sections 14 and 15 provide that rates of uniform application shall be published and shall not be changed except in the manner therein prescribed.

Section 18 prohibits the collection of any rates except those published in conformity with the preceding sections.

Sections 20 and 21 prohibit discrimination and preference as between persons and places.

The theory of the law is that every person, rich or poor, shall be entitled to exactly the same service at exactly the same price.

A difference in rates to different persons to avoid being an "undue discrimination" prohibited by the statute must be justifiable for some reason affecting the transportation itself as distinguished from a reason affecting only the patron or shipper as an individual.

Authorities to this effect could be multiplied to almost any length. It will be sufficient to quote one recent statement of the principle by the interstate commerce commission:

"The protestants are sawmill operators with their mills located at Chattanooga, Tenn., and some of them have large timber holdings in southern Alabama. They have made large investments at Chattanooga in the shape of plants, and it seems to be their contention that these investments were made dependent on the present rate being maintained, and that it will injure these investments if the rate is increased, and therefore no increase is warranted, and the commission is precluded from authorizing higher rates. It has often held that shippers have no interest in a rate by reason of contract or by reason of investments made under existing rate such that this fact standing

alone would preclude the raising of a rate if same were found unreasonably low."

(Chattanooga Log, Rate Case, I. & S. Docket, No. 256, Decided March 3, 1914.)

This inquiry as to the value of the service to the patron is of much importance in view of the rates the Railroad Commission established by the order we are now asked to vacate.

As appears from the opinion of the Supreme Court, the principal matter in controversy was the rates to territory immediately adjacent to Seattle and Tacoma. This territory is referred to as the Seattle and Tacoma suburban zones. The Seattle zone extends to Tukwila, a distance of 9.85 miles. The Tacoma zone extends to Algonia, a distance of 12.48 miles.

The Commission found that these suburban zones were inhabited almost entirely by clerks, laborers, and other small wage earners who worked in Seattle and Tacoma, respectively, and were paying for their homes on the installment plan; that such small wage earners could not retain their suburban homes and pay any higher rates than those prescribed; consequently, those rates marked the highest limit of the value of the service to that class of patrons.

Tukwila, the last station in the Seattle zone, is 9.85 miles distant from Seattle. Algonia, the last station in the Tacoma zone is 12.48 miles from Tacoma.

The Railroad Commission fixed a round trip fare of 15 cents between Tukwila and Seattle, being .76 cents per passenger mile.

Jovita is about the same distance from Tacoma (9.71 miles) as is Tukwila from Seattle (9.85 miles). For this haul the Railroad Commission fixed a round trip fare of 35 cents, being 1.8 cents per passenger mile. For the round trip between Algonia and Tacoma, a fare of 45 cents was prescribed, being 1.8 cents per passenger mile.

In most particulars we agree absolutely with the facts found and the conclusions drawn by the Railroad Commission upon the record before that tribunal at the time it made its orders. We are compelled to disagree with respect to these particular rates.

If the small wage earner living approximately ten miles from Seattle (at Tukwila) cannot be required to pay in excess of .76 cents per passenger mile because his individual earning capacity will not permit of a higher exaction, we are unable to understand upon what theory another small wage earner working in Tacoma and living at Jovita can be compelled to pay 1.8 cents per passenger mile, (over twice as much) for the same character of service for practically the same distance. Neither can we understand why another small wage earner living at Algonia can be compelled to pay a higher rate of 1.8 cents per passenger mile for a longer haul of 12.48 miles.

There is nothing in the entire record from which we can infer that the small wage earner employed in Tacoma can afford to pay for the same service more than twice as much as the small wage earner

employed in Seattle. No difference in their respective situations in life is shown and there is certainly no transportation reason which justifies the discrimination. The transportation bureau of the Tacoma Commercial Club appeared at the hearing and demanded an equality of rates for the territory tributary to Tacoma. Under the statute that territory is entitled to equality and cannot be compelled to accept less. The rates which the Company proposes to put in force, if the existing orders are vacated, while increasing the rates in the Seattle suburban zone, will, in many instances, decrease the rate to the Tacoma suburban zone. The two zones will be placed on an absolute equality so far as transportation is concerned.

The overwhelming evidence in this case proves conclusively that the facts upon which the Railroad Commission based its orders have not come to pass. The foundation of those orders being now shown not to exist, it follows that those orders can no longer stand. The vacation of these orders will have the effect of restoring to the Company the power of making rates for itself. It will still remain the duty of the Company to establish none but just, fair, reasonable and sufficient rates, taking into consideration the value of the service as well as the cost of the service. At the hearing the Company indicated its intention, if relieved from the present orders, of re-establishing the same rates put in force by the tariff of October 17, 1909.

As already pointed out, such a tariff will principally affect the Seattle suburban zone. The Tacoma zone will be given some decreased rates. The two zones will be placed on an exact equality. In neither zone will the rates per passenger mile found reasonable for the Tacoma zone be exceeded. The through rates will remain as they are and rates between intermediate points will be changed but little and principally by way of slight reductions. In permitting this schedule to go into effect the Commission does not wish to be understood as finally approving it. If any unlawful feature develops the jurisdiction of the Commission remains to correct any abuses. As to the proposed tariff: All we say is that *prima facie* at least, it appears generally to be approximately fair, in view of the evidence in the record. There is one feature of the proposed tariff about which we have serious doubts. That is the provision limiting the 50 ticket commutation books to 30 days after date of sale. If the Company in filing its tariff shall unreasonably limit as to time, tickets issued to take care of the suburban traffic, the Commission will inquire further into that feature of the case.

From a consideration of all the evidence, we find and conclude that the assumed facts upon which the Railroad Commission's orders of March 17, 1910, and April 7, 1910, were predicted have been shown not to exist and that, therefore, those orders must be vacated and it will be so ordered.

No. 744.

PUBLIC SERVICE COMMISSION OF THE STATE OF WASHINGTON ON RELATION OF D. LUNKLEY, ANDREW SIMONS, AND F. H. MCCLELLAN, *Complainants*, v. TACOMA RAILWAY & POWER COMPANY, *Respondent*.

The complaint filed with the Commission in this case charged the rates from Spanaway (Lake Park), to the city limits of the City of Tacoma were prohibitive, exorbitant and excessive. Hearing was held at Tacoma on November 10, 1913, and parties to the proceeding allowed time within which to file briefs. Pending.

No. 879.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON OF RELATION OF THE CITIZENS' PROGRESSIVE CLUB OF COSMOPOLIS, *Complainant*, v. THE GRAYS HARBOR RAILWAY & LIGHT COMPANY, *Respondent*.

Complaint was filed with the Commission praying for an order fixing and establishing certain passenger rates between Aberdeen and Cosmopolis. The case was continued pending the valuation of the properties of the respondent company.

Valuation hearing was held at Aberdeen on June 4, 5 and 6, and at Olympia on June 8 and 9, 1914.

Cause pending.

No. 1178.

Puget Sound Electric Railway. Order permitting reduced rates on fertilizer, Seattle to Point Defiance Park, effective on less than statutory notice.

No. 1179.

Puget Sound Electric Railway. Order permitting reduced rates on electric power service to quarries, effective on less than statutory notice.

No. 1192.

Puget Sound Electric Railway. Order permitting reduced rates on paving brick, Renton to Tacoma, effective on less than statutory notice.

No. 1207.

Pacific Northwest Traction Company. Order permitting reduced rates on express, Seattle to Everett, effective on less than statutory notice.

No. 1210.

Puget Sound Traction, Light & Power Company. (Seattle Division). Order permitting reduced rates on light for theaters and churches, effective on less than statutory notice.

No. 1211.

Puget Sound Traction, Light & Power Company. Order permitting reduced rates in Tacoma and Ruston, effective on less than statutory notice.

No. 1212.

Tacoma Railway & Power Company. Order permitting reduced rates in Tacoma, effective on less than statutory notice.

No. 1213.

Puget Sound Electric Railway. Order permitting reduced rates on light and power in King and Pierce counties, effective on less than statutory notice.

No. 1226.

Puget Sound Electric Railway. Order permitting reduced rates on ballast, Renton to Georgetown, effective on less than statutory notice.

No. 1231.

Pacific Northwest Traction Company. Order permitting reduced rates on slabwood to Mount Vernon, effective on less than statutory notice.

No. 1232.

Puget Sound Electric Railway. Order permitting reduced rates on carloads between Seattle and Tacoma, effective on less than statutory notice.

No. 1236.

Puget Sound Traction, Light & Power Company. Order permitting reduced rates on brick to Everett, effective on less than statutory notice.

No. 1237.

Pacific Northwest Traction Company. Order permitting reduced rate on shingle bolts, Bitter Lake to Ballard, effective on less than statutory notice.

No. 1246.

Puget Sound Electric Railway. Order permitting reduced rates on carloads, between Seattle and Tacoma, effective on less than statutory notice.

No. 1250.

Puget Sound Electric Railway. Order permitting reduced rates on sand and gravel, Renton to Georgetown, effective on less than statutory notice.

No. 1252.

Puget Sound Traction, Light & Power Company. (Bellingham Division.) Order permitting reduced rates on commercial lighting, effective on less than statutory notice.

No. 1253.

Pacific Northwest Traction Company. (Northern Division.) Order permitting reduced rates on Mazda lamp service, effective on less than statutory notice.

No. 1254.

Puget Sound Traction, Light & Power Company. Order permitting reduced rates on light in Skagit and Whatcom counties, effective on less than statutory notice.

No. 1260.

Puget Sound Electric Railway. Order permitting rates on paving brick, Renton to Tacoma, effective on less than statutory notice.

No. 1261.

Puget Sound Electric Railway. Order permitting reduced rates on eggs between Seattle and Tacoma, effective on less than statutory notice.

No. 1268.

Puget Sound Electric Railway. Order permitting reduced rates on beer, Georgetown to McAlear, and barrels back, effective on less than statutory notice.

No. 1283.

Puget Sound Electric Railway. Order permitting reduced rates for school children, effective on less than statutory notice.

No. 1298.

Puget Sound Electric Railway. Order permitting reduced fare between Tacoma and Seattle, effective on less than statutory notice.

No. 1317.

Puget Sound Traction, Light & Power Company. (Bellingham Division.) Order permitting reduced rates for theaters, effective on less than statutory notice.

No. 1318.

Puget Sound Traction, Light & Power Company. Order permitting reduced rates for public markets, effective on less than statutory notice.

No. 1319.

Puget Sound Traction, Light & Power Company. (Seattle Division.) Order permitting free lighting service for exhibit at Seattle, effective on less than statutory notice.

No. 1320.

Puget Sound Traction, Light & Power Company. (Bellingham Division.) Order permitting reduced vacation rates for public schools, effective on less than statutory notice.

No. 1321.

Puget Sound Traction, Light & Power Company. (Seattle Division.) Order permitting reduced rates for public schools, effective on less than statutory notice.

No. 1322.

Puget Sound Traction, Light & Power Company. Bellingham. Order permitting reduced vacation rates for public schools, effective on less than statutory notice.

No. 1323.

Pacific Northwest Traction Company. Order permitting reduced vacation rates for public schools, effective on less than statutory notice.

No. 1331.

Puget Sound Electric Railway. Order permitting reduced rates on paving brick, cement and coal, effective on less than statutory notice.

No. 1336.

Puget Sound Electric Railway. Order permitting reduced rates on sand and gravel, Renton to Seattle, effective on less than statutory notice.

No. 1337.

Puget Sound Traction, Light & Power Company. Order permitting reduced rates on paving brick, Georgetown to Seattle, effective on less than statutory notice.

No. 1353.

Puget Sound Electric Railway. Order permitting reduced rates on flour, feed and milk, effective on less than statutory notice.

No. 1357.

Puget Sound Electric Railway. Order permitting reduced rates on beer, and ice with beer, effective on less than statutory notice.

No. 1393.

Puget Sound Electric Company. Order permitting reduced rate on paving brick, Renton to points on Puget Sound Electric Railway, effective on less than statutory notice.

No. 1394.

Puget Sound Traction, Light & Power Company. Order permitting reduced rates on paving brick, Massachusetts street to Second Avenue, between Yesler Way and Pike street, in Seattle, effective on less than statutory notice.

No. 1407.

Puget Sound Electric Railway. Order waiving long and short haul provision on tariff covering less carload lots between Seattle and Tacoma.

No. 1525.

PUBLIC SERVICE COMMISSION OF WASHINGTON ON RELATION OF CENTRAL IMPROVEMENT LEAGUE, *Complainant*, v. TACOMA RAILWAY & POWER COMPANY AND PACIFIC TRACTION COMPANY, *Respondents*.

Hearing held at Tacoma on November 10, 1913, testimony introduced and parties allowed time to file briefs. Pending.

No. 1592.

PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF D. F. WILLIAMS *et al.*, *Complainant*, v. PUGET SOUND ELECTRIC RAILWAY, *Respondent*.

Complaint was filed and cause set for hearing at Seattle, but hearing was indefinitely postponed at request of both parties.

Reciting that the matters in controversy have been settled by the filing of a new tariff the Commission September 3, 1914, entered an order dismissing the case.

No. 1607.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON RELATION OF R. A. MORRIS, *Complainant*, v. PUGET SOUND TRACTION, LIGHT & POWER COMPANY, *Respondent*.

Hearing held at Seattle on September 30, 1914. On November 7, 1914, the Commission made findings and order as follows:

That respondent is a corporation organized under the laws of the State of Washington, and owns and operates a system of street railway lines in the City of Seattle, Washington, as a common carrier.

That respondent subsequent to August 30, 1900, established a street car line service upon what is known as Route No. 14, which included that part of Broadway lying between Jefferson street and Jackson street, a distance of nine blocks, in said city. That about March 15, 1913, respondent discontinued the operation of street cars on Broadway between Jefferson street and Jackson street, and has not since operated cars upon said portion of Broadway. That a portion of said route over which respondent discontinued operation of cars was included in a regrade district, and the regrading of streets in the district in which said route was located rendered such operation incon-

venient and impractical. That on account of the heavy grades now existing by reason of said regrade operations respondent cannot safely operate cars over a portion of said route without seriously inconveniencing a large number of patrons residing in the Madrona Park district in said city. That the heavy grades resulting from said regrade operations render operations of cars upon said route No. 14 unsafe and impractical. That the community formerly served by said route No. 14 is fairly well served by two other street car lines, by reason of which it would be unjust and unreasonable to require respondent to continue the operation of cars on said route No. 14.

WHEREFORE, IT IS ORDERED, That the complaint in the above entitled cause be, and it hereby is, dismissed.

No. 1627.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF
R. COOPER WILLIS, *Complainant*, v. PUGET SOUND TRACTION, LIGHT
& POWER COMPANY, *Respondent*.

Complaint was filed December 3, 1913, praying respondent be required to reroute its street cars on the Twenty-third avenue line. January 14, 1914, the Washington Park Improvement Club filed petition to intervene, which petition was granted by order of the Commission January 16, 1914. Hearing was had at Seattle and November 11, 1914, the Commission issued findings reciting in part.

Complainant and intervenor allege that the Twenty-third avenue cars should be routed south from the Canal to Madison street, and thence west along the Madison street route to and through the business section, thereby avoiding transferring from said Twenty-third avenue cars to Madison street cars. The Commission finds that the service now provided by respondent is reasonable, adequate and sufficient. That patrons of said Twenty-third avenue line by transferring to said Madison street line, or other intersecting streets, or by remaining on the Twenty-third avenue cars until reaching destination when their destination is on said line, may reach the business district of said city without undue delay or material inconvenience. That said Twenty-third avenue line is a cross-town line, serving patrons who desire to travel between points on said Twenty-third avenue route, as hereinbefore described, as well as patrons who desire to reach the business district by transferring to connecting lines. That re-routing said Twenty-third avenue line cars as demanded by complainant and intervenor would not only disturb operating conditions on other lines, to the inconvenience of the general public traveling on said lines, but would deprive said Twenty-third avenue line of service between many points located on said line, as hereinbefore described.

WHEREFORE, IT IS ORDERED, That the above entitled cause be, and it hereby is, dismissed.

No. 1642.

PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF
ARTHUR A. SIMMONS *et al.*, *Complainants*, v. PUGET SOUND ELECTRIC
RAILWAY, *Respondent*.

Hearing had at Milton, February 2, 1914, and September 23, 1914,
the Commission made findings and order as follows:

Complaint in this case was made upon the ground that approximately 100 persons living at points tributary to Eighth street in the City of Milton, Washington, were required to travel an extra distance of approximately one-half mile up and down a steep hill in order to reach the passenger station maintained by respondent in said city of Milton, which passenger station was located at the intersection of Commercial street and Third street in the City of Milton. To avoid this travel the people living at points tributary to Eighth street, sought in this action to secure an order requiring respondent to stop its trains at the west end of Eighth street, a distance of approximately five city blocks from its present depot. Subsequent to the hearing the respondent constructed a suitable stairway in the steep hill in question and installed proper lights for the purpose of bettering the line of travel near respondent's depot for the people living at points tributary to Eighth street which improvements have provided the people residing at points tributary to Eighth street with reasonable, sufficient and proper means of reaching respondent's passenger depot in said City of Milton. In view of these improvements and the close proximity of the west end of Eighth street to the present depot, the Commission is of the opinion that it would not be justified in requiring trains to stop at the west end of Eighth street in addition to stopping at the depot.

WHEREFORE, It Is ORDERED, That this cause be and it is hereby dismissed.

No. 1650.

Puget Sound Traction, Light & Power Company. Order permitting refund of \$2,450.86 to New Washington Improvement Company, overcharge for electric energy supplied Washington Hotel in Seattle.

No. 1656.

Spokane & Inland Empire Railway. Order waiving long and short haul provision on tariff on commodities moving between Spokane and points on Vera line, between Granite Point and Terminal to Flora station.

No. 1709.

IN THE MATTER OF THE VALUATION OF THE PROPERTIES OF THE GRAYS HARBOR RAILWAY & LIGHT COMPANY.

Valuation hearing was held at Aberdeen on June 4, 5 and 6, and at Olympia on June 8 and 9, 1914.

Cause pending.

No. 1748.

THE PUBLIC SERVICE COMMISSION OF THE STATE OF WASHINGTON ON RELATION OF THE CITY OF SEATTLE, *Complainant*, v. SEATTLE, RENTON & SOUTHERN RAILWAY COMPANY, A CORPORATION, AND SCOTT CALHOUN AND JOSEPH PARKIN, RECEIVERS, *Respondent*.

Scott Calhoun and Joseph Parkin, receivers of the Seattle, Renton & Southern Railway Company, published and issued the Seattle, Renton & Southern Railway Company's schedule and tariff, naming rates for transportation of passengers between various points on said Seattle, Renton & Southern Railway, which is located in King County, Washington, which said rates increase the rate charged for the transportation of passengers between said points on said railway line.

On July 2, 1914, the City of Seattle filed with the Public Service Commission a petition praying that the defendant company be required to appear at an investigation before the Public Service Commission and, pending such hearing, suspend the operation of said schedule.

On July 9, 1914, the Public Service Commission of Washington, by its order, suspended said rates for a period of ninety days from July 10, 1914, and on October 8th again suspended said rates for sixty days, or as further ordered.

On July 9, 1914, the defendant railway company and the receivers moved for a dismissal of the petition of the City of Seattle, which said motion was thereafter denied, and thereupon said company filed its answer.

On October 1, 1914, the matter was set down for hearing, and evidence having been submitted by the city, by the defendant company, and by the commission, the commission now renders its decision as follows:

The Statute Laws of 1911, Chapter 117, Section 92, designates eighteen elements to be considered by this commission in determining the value of the property of a public utility, from which information may be ascertained the reasonable and sufficient rate of service to be charged the patrons of such utility. Of the items set forth in the statute, all of which have been considered by this commission, "cost of construction," "cost of reproduction," "depreciation," "present value," of all the property now used and useful in the operation of the plant, "earning capacity under present rates," "density of population" using the road now, and its probable increase, seem of more controlling importance.

In simple language, we consider these questions most important: What did the road cost those who built it? What would it cost to construct the road now? What depreciation has been occasioned by time and use of the property? What is the property now worth? What is the present earning capacity of the road? What is the present density of traffic and the probability of increase? And we have also considered the question: What is the service worth to the patron?

It is repeatedly stated by courts and by commissions that the utility is entitled to receive a reasonable return upon the amount of property used and useful in its operation. From the same source we find the statement that the rate to be charged the patrons of a public utility shall be reasonable. In the Minnesota rate case, *Simpson et al. v. Shippard*, 230 U. S. 352, Justice Hughes uses the following language: "There is always the obligation springing from the nature of the business in which it is engaged—which private exigencies may not be permitted to ignore—that there will not be an exorbitant charge for the service rendered."

In *Smyth v. Ames*, 169 U. S. 466, Justice Harlan uses this language:

"What the public is entitled to demand is that no more be exacted from it for the use of a public highway than the services rendered by it are reasonably worth."

Another authority states the same rule in the following language:

"It must be just to the public, and should be just to the company, but if it cannot be just to both, it must in any event be just to the public."

So the question of ascertaining a reasonable rate must be approached from two points of view. First, that of the public to see that the rate ascertained is fair and reasonable to it. Second, by the utility to see if it be possible to ascertain a rate that will not only be fair and reasonable to the public, but that will at the same time produce a revenue which will result in a reasonable return upon its investment.

In order to ascertain a reasonable return the commission must know the value of the property used and useful in the operation of the utility. The statute has laid down certain definite rules to be followed by the commission in ascertaining these values, all of which we have carefully considered. The great difficulty that has confronted the commission in the investigation of this case, however, has been with reference to the right-of-way owned by the company. First, as to the method of calculation to be adopted by the commission in ascertaining its value. Second, by reason of the legal status of the title to the property.

With reference to the valuation of the right-of-way and terminals, a rule of appraisal has been followed by this commission from its inception, and by the company's engineer in this case, with which the commission, as now constituted, cannot agree. A multiple has been

used, as a result of which the fair average value of the right-of-way has been doubled and in some cases trebled.

Mr. H. L. Gray, engineer for the company, testified as follows:

Q. "While you were engineer for the Public Service Commission, all the time a multiple was used, and, following that custom, you in your report to the commission now and for the railway company, also used the mutiple?"

A. "I think that is true. I did use a multiple, and I think the commission did."

In response to questions by Mr. Henderson, Mr. Gray testified that the multiple used by him was arbitrarily selected. Mr. Burroughs, the engineer for the commission, on the same subject, testified as follows:

Q. "These figures, that is, including the holdup value, were the figures upon which the commisison based its findings?"

A. "Yes."

The result of the application of this rule in this case by Mr. Gray resulted in the sum of \$832,587.00 as cost of reproduction of the right-of-way and lands. Mr. Gray added a percentage for "engineering, legal and general expense" of one per cent., "interest during construction," seven and one-half per cent., "discount and commission," ten per cent. To this he added the value of the rest of the property, and arrived at a reproduction value of \$1,829,884.64, and a present value of \$1,601,315.74. It is upon this amount the company now claims a right to earn a reasonable return. Mr. Burroughs eliminated the mutiple and found the present value of the plant to be \$959,955.00; the reproduction value, \$1,171,227.00. It must be seen from the foregoing how wide a difference in the result to the patrons of the railway is reached by the two methods of calculation. If the rule formerly followed by this commission is incorrect, it invalidates every valuation ascertained by them, where the multiple is used. Shippers and passengers are now paying interest upon millions of dollars that have no existence outside of the imagination or arbitrary notion of a so-called expert. The matter is of so far-reaching importance, both to the railway company, and to its patrons, that we deem it proper to set forth at length the reason for the rule as expressed by Justice Hughes of the Supreme Court of the United States.

In the Minnesota rate case, (*supra*), we find the following:

"That question is whether, in determining the fair present value of the property of the railroad company as a basis of its charge to the public, it is entitled to a valuation of its right-of-way not only in excess of the amount invested in it, but also in excess of the market value of contiguous and similarly situated property. For the purpose of making rates, is its land devoted to the public use to be treated (irrespective of improvement) not only in increasing in value by reason

of the activities and general prosperity of the community, but as constantly outstripping in this increase, all neighboring lands of like character, devoted to other uses? If rates laid by competent authority, state or national, are otherwise just and reasonable, are they to be held to be unconstitutional and void because they do not permit a return upon an increment so calculated?

It is clear that in ascertaining the present value we are not limited to the consideration of the amount of the actual investment. If that has been reckless or improvident, losses may be sustained which the community does not underwrite. As the company may not be protected in its actual investment, if the value of the property be plainly less, so the making of a just return for the use of the property involves the recognition of its fair value if it be more than its cost. The property is held in private ownership and it is that property, and not the original cost of it, of which the owner may not be deprived without due process of law. But still it is property employed in a public calling, subject to governmental regulation and while under the guise of such regulation it may not be confiscated, it is equally true that there is attached to its use the condition that charges to the public shall not be unreasonable. And where the inquiry is as to the fair value of the property, in order to determine the reasonableness of the return allowed by the ratemaking power, it is not admissible to attribute to the property owned by the carriers a speculative increment of value, over the amount invested in it and beyond the value of similar property owned by others, solely by reason of the fact that it is in the public service. That would be to disregard the essential conditions of the public use, and to make the public use destructive of the public right.

The increase sought for "railway value" in these cases is an increment over all outlays of the carrier and over the values of similar land in the vicinity. It is an increment which cannot be referred to any known criterion, but must rest on mere expression of judgment which finds no proper test or standard in the transactions of the business world. It is increment which in the last analysis must rest on an estimate of the value of the railroad use as compared with other business uses; it involves an appreciation of the return from rates (when rates themselves are in dispute) and a sweeping generalization embracing substantially all the activities of the community. For an allowance of this character there is no warrant.

Assuming that the company is entitled to a reasonable share in the general prosperity of the communities which it serves, and thus to attribute to its property an increase in value, still the increase so allowed, apart from any improvements it may make, cannot properly extend beyond the fair average of the normal market value of land in the vicinity having a similar character. Otherwise we enter the realm of mere conjecture. We therefore hold that it was error to base the estimates of value of the right-of-way, yards and terminals upon the

so-called "railway value" of the property. The company would certainly have no ground of complaint if it were allowed a value for these lands equal to the fair average market value of similar lands in the vicinity, without additions by the use of multipliers, or otherwise, to cover hypothetical outlays. The allowances made below for a conjectural cost of acquisition and consequential damages must be disapproved; and, in this view, we also think it was error to add to the amount taken as the present value of the lands the further sums, calculated on that value, which were embraced in the items of "engineering," "superintendence," "legal expenses," "contingencies" and "interest during construction."

A rule laid down by the Supreme Court of the United States is the law of the land, and we therefore hold that the commission in appraising right-of-way and terminals has the right to consider only the fair average market value of the right-of-way as ascertained from the fair average market value of similar land in the vicinity. We further hold that the company had no right to include "engineering," "legal expense, etc.," "interest during construction," "discount and commissions," based upon this holdup value of right-of-way and lands. If such methods of calculation are to be permitted in rate-making, the government cannot acquire these public utilities too soon. Under such a system this commission can never lower a rate once established. If an arbitrary multiple of two is permitted, by the same reason a multiple of three might be adopted. There is no logical reason, nor does justice demand that the patrons of a public utility pay interest upon conjectural expenditures that were probably never made. This is especially true of the present case where most of the right-of-way was donated; the total expenditures shown by the company for right-of-way and lands being the sum of \$12,642.00.

The commission will not determine the legal status of the right-of-way. The total value of the right-of-way and lands, as appraised by the experts, excluding Mr. Gray's appraisal, by reason of his following the holdup method, ranged from \$216,000.00 to \$237,000.00. Mr. Crawford stated that if the Supreme Court should sustain the condemnation proceedings the company would receive \$110.00 for its interest in the surface of this right-of-way. Quitclaim deeds were given by the company to the City of Seattle for an interest in this right-of-way for street purposes. What the conclusion of the litigation will be we are not prepared to determine. Eventually the City of Seattle will own Rainier Avenue. It is now partially, at least, used as a public street. Whatever rights the company has in and to the property will be determined by the courts. As the property now stands it is doubtful whether or not the company is entitled to earn any interest upon more than the nominal value of the right-of-way. Its right to collect a revenue upon the car-barn and other property used and useful in the operation of the road, based upon fair valuation, is unquestioned. The commission, however, has for the purposes of this hearing, which

is not a valuation hearing, considered the present value of the right-of-way.

Franklin K. Lane, now Secretary of the Interior, in the Western case, 20 I. C. C. R. 307, decided February 22, 1911, said:

"As these lands increase in value with a growth of the community which they serve, should not this larger share coming to the railroad arise out of the operation of that property and the increase in its traffic, rather than by the imposition of a new burden of toll upon those who use their roads? This is not of paramount importance in this case, but it is urged, may become one of supreme moment, if the carriers insist upon the right to increase rates in proportion to increasing land values, * * * A return should not be given upon waste-fulness, mismanagement, or on poor judgment, and always there is present the restriction that no more than a reasonable rate shall be charged."

If the utility is mismanaged, is engaged constantly in litigation by reason of its negligence, or from other causes, not necessary to a reasonable management of its business, the patrons should not be required to meet such expenditures by paying an increased rate.

In Mr. Gray's report, on page 126, we find the following: "Following the year 1904 the expense of the road for injuries and damages have been enormous. This expense, which would ordinarily be about six per cent. of the gross earnings, was far in excess of this amount, as the following table would indicate:

<i>Year.</i>	<i>Per Cent. of Gross Earnings.</i>
1904	9.1
1905	12.3
1906	13.7
1907	15.6
1908	6.6
1909	4.2
1910	17.7
1911	15.1
1912	7.3
Average	11.3

This road, unfortunately, is burdened with litigation. Whether litigation be the sole cause or not of the unfortunate situation presented by the evidence in this case, we will not determine, but we are satisfied from the evidence that necessary improvements which would result in great benefit not only to the road, but to its patrons, have been delayed. The improvement of the streets will not only increase the value of the property of the patrons of the road, but will increase the earnings of the company as well. If litigation retards development, the matters in controversy should be speedily settled. This

commission will not increase a rate in contemplation of continued litigation, or assume that whatever retards the natural development of a city will be suffered to continue:

The welfare of the utility is indissolubly identified with the prosperity of its patrons. The settlement of the valley and its increase in population will not only increase the earnings of the railway under, practically, the same overhead expense, but it will also increase the value of the property of the patrons of the road. Street railways are projected in portions of a city undeveloped with a knowledge on the part of the projectors that such portion of the city will, as a result of the transportation facilities afforded, develop, and the revenue of the utility will increase as the population increases. The cost of the building of such railway, and not its operation, will be, practically, the same whether the population be great or small. Mr. Gray testified that the cost of hauling a car loaded with passengers is very little in excess of hauling a car practically empty. It could not have been contemplated by the projectors of this road, nor of any road under like circumstances, that the revenue would, during the early years of its existence, equal that which it would receive after the development of that portion of the city through which the road extends, or that the revenue or venture would pay a reasonable interest upon the investment until the population had increased. The utility should not be permitted, by unreasonable or exorbitant rates, to retard the development of the district, and at the same time postpone the day when by natural increase the revenue of the road will pay a reasonable and satisfactory return upon the investment.

The value of the transportation to the patron to and from his home will not necessarily increase with the increasing population. He will not be charged less for his transportation as the population increases, nor should he be charged more than such transportation is reasonably worth because of the present lack of population.

The present density of the population now served by the company is shown on City's Exhibit No. 8, and that such population will very materially increase is undoubted. Mr. Gray, the company's expert, in his report says: "The road traverses a more or less thickly settled valley, rich in the possibilities of further settlement." Mr. Gray in his report to the receivers of this road, dated May 7, 1913, and as a conclusion, after deducting what he considered as unnecessary expense, said: "Hence the result of the operation of the line within the city by the City of Seattle would be as follows: Gross earnings, \$193,481; operating expenses, \$134,387; net income, \$59,094.~ The net income, which is five per cent interest on \$1,181,880, would be available for bond interest and bond sinking fund requirements, etc."

If the line could have produced (as claimed by Mr. Gray) in 1912, if it had been operated by the City of Seattle, five per cent on \$1,181,880, a private corporation if properly managed should produce a much larger return now under normal conditions.

Mr. Gardner and Mr. Bruksevitch, witnesses for the city, both testified that the raising of the fare from five cents to ten cents in the second zone would result in the depopulation of that zone. This testimony is undisputed. Of course it is the opinion of these witnesses, but when the commission takes into consideration the fact that residents of the City of Seattle living in districts similarly situated can ride to the center of the city on a four-cent ticket, or a five-cent cash fare, it is forced to believe that the testimony of these witnesses is not without foundation. The revenues of the road are dependent upon population and the decrease in population resulting from increase in the rate would result in decreased revenue. The Public Service Commission has no more right to confiscate the property of the patrons of the road than to confiscate the property of the stockholders of the road.

An increased rate does not always mean an increased revenue to the road; on the contrary, an increased rate sometimes results in confiscation not only of the property of the utility, but of its patrons as well, and we are not convinced that to increase the rates of transportation as requested by the company would not in this case bring about such a result.

It appears from the testimony in this case that the patrons of this road are largely composed of people, who, led by the lure of cheap homes, which they could obtain on easy payments and which could be reached by street car service in the same time as those living on more expensive property nearer the business center, and of those living in other parts of the city similarly situated, have settled in the Rainier Valley through which the Seattle, Renton & Southern Railway extends. An increase in the rates of transportation may work a confiscation of the earnings of these people, as well as that of the property of the railway company, and this commission should be slow indeed to do this thing, unless the facts demand such action.

It is contended by the defendant company that the Seattle, Renton & Southern Railway is an interurban railway. In *State ex rel. Dennison v. Seattle etc. Ry.*, 64 Wash. 167, speaking in reference to this identical railway, the court said:

"It is contended that appellant's line of railway is an interurban railway, and hence, not subject to the five-cent fare restriction of the franchise beyond the limits of the city as they existed at the time of the granting of the franchise by the city. It may be conceded that the railway is, and has been at all times, an interurban railway, in so far as it serves the public by carrying passengers to and from points outside of the city, and that as such a railway cannot be controlled by the city or by this franchise as to the fare charged for such service. It does not follow, however, that the railway is not a street railway and subject to control as such by the city within the city limits, so far as the carriage of passengers within the city limits is concerned. If it is performing the service of an ordinary street railway under a

franchise granted by the city, within the city limits, as to that service it is a street railway, though it may also be an interurban railway as to the service it renders in carrying passengers to and from points beyond the city limits."

In April, 1907, the Seattle, Renton & Southern Railway Company accepted a franchise granted by Ordinance No. 15919, in which we find the following provision:

"FARES: The grantee, its successors and assigns, may establish and take passenger fares or toll which shall not exceed the sum of five cents for a single continuous ride one way over any line or lines owned, operated or controlled by the grantee, its successors and assigns, between points situated within the city limits of either the City of Seattle or the town of Columbia, although a transfer or transfers shall be necessary."

In *Peterson v. Tacoma Railway & Power Company*, 60 Wash. 406, there is cited a clause from the contract between the city of Tacoma and the Tacoma Railway & Power Company as follows:

"On and after the first day of April, 1903, the said party of the first part shall transport any person from any point or place within the corporation limits of the City of Tacoma, or any line or lines of said railway owned, operated or controlled by said party of the first part, to the terminus of its line in Point Defiance Park, for a single fare not exceeding five cents."

The limits of the city of Tacoma were extended, and it was held in *Peterson v. Tacoma Railway Company* (*supra*) that the provision of the agreement fixing the maximum fare of five cents extended with the extension of the limits of the city.

Following these two franchise provisions, we have Section 25, of Chapter 117, Laws of 1911, as follows:

"No street railroad company shall charge, demand or collect more than five cents for one continuous ride within the corporate limits of any city or town."

While we are fully advised that this commission is not bound by the provisions of these franchises, and we are not deciding now that Section 25 of the Statute of 1911 is a limitation upon the power of this commission to fix a rate in excess of five cents for one continuous trip in any city or town, yet we cite these franchise and statutory provisions herein to show that our conclusions are not at variance with the practice and general experience of our state and country.

This commission has been unable to find in any city in the United States outside of the City of Seattle any street railway which charges more than five cents for one continuous trip within the city limits. We have found many cities where the charge is less.

Whitten, in his valuable work on Valuation of Public Service Corporations, section 793, lays down three standards of reasonableness:

"First, such rate or rates as would have been fair and necessary to induce investment at the time or times when the original plant and its subsequent additions, or improvements were in fact constructed. Second, such rate as would under present conditions be necessary to induce investment in a new enterprise of exactly the same character. Third, by the current market rate or income basis on which the securities of the company can be sold."

Simply stated, we should ascertain the rate which in our opinion would replace this road under original conditions or as would replace this service if destroyed.

It is the opinion of the commission that if the present company should remove all its property from this right-of-way, either the City of Seattle or private enterprise would rebuild a better road and serve the public at as reasonable, if not better, rates than we will now by order establish.

For the foregoing reason, it is the conclusion of the commission that the proposed schedule of rates filed with this commission and suspended by our orders, are unjust and unreasonable, and that the rates now in force and effect are just, reasonable and sufficient.

IT IS THEREFORE ORDERED, That the new schedule of rates filed with the Public Service Commission be permanently set aside, vacated and suspended, and that the schedule now in effect, and under which said defendant company is now operating, be, and the same is, hereby continued.

Opinion signed by Commissioners C. A. Reynolds and Frank R. Spinning. Commissioner Lewis concurs in the conclusion.

**DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING ELECTRIC
LIGHT AND POWER COMPANIES.**

No. 996.

PUBLIC SERVICE COMMISSION OF WASHINGTON ON RELATION OF CITY OF
SPOKANE, *Complainant*, v. WASHINGTON WATER POWER COMPANY,
Respondent.

Complaint filed May 10, 1913, charged that rates for electric light, heat and power in the city were excessive and that the company practiced discrimination between patrons.

The Commission, acting in the capacity of an arbitration board, agreed to consent to the dismissal of the complaint, provided that the company would offer to the city and the city accept a compromise rate which would make a substantial reduction in the rates, to take effect at once. A schedule reducing the residential lighting rates from 20 to 40% was agreed to.

Complainant September 11, 1914, filed motion for dismissal and September 12, 1914, the Commission entered an order dismissing the cause without prejudice.

No. 1197.

Bremerton-Charleston Light & Fuel Company. Order permitting reduced rates on electric light and power, effective on less than statutory notice.

No. 1200.

Bremerton-Charleston Light & Fuel Company. Order permitting reduced rates on electric lights in Charleston, effective on less than statutory notice.

No. 1263.

Chelan Electric Company. Order permitting reduced rates on electric service in Chelan County, effective on less than statutory notice.

No. 1664.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF
THE TOWN OF NEWPORT, *Complainant*, v. NORTHERN IDAHO & MONTANA
POWER COMPANY, *Respondent*.

Complainant charges discrimination, unjust, unfair, and unreasonable rates. Hearing was held and testimony taken. Pending.

No. 1683.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v.
PACIFIC POWER & LIGHT COMPANY, *Respondent*.

This was a case for the valuation of the property of the respondent. A hearing was held at North Yakima from June 15 to June 20, 1914. The case is set for oral argument at Seattle December 15, 1914, after which findings and order will be issued by the Commission.

Pending.

No. 1725.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF
H. J. PALMER, *Complainant*, v. NORTHWEST ELECTRIC & WATER WORKS,
Respondent.

On June 18, 1914, complaint was filed alleging an unjust rate charged for electricity furnished for power purposes. After the filing of the complaint negotiations were entered into between the parties which resulted in a satisfactory adjustment of the matters complained of, and the entering into a stipulation to that effect, asking the dismissal of the action. The Commission, acting upon such stipulation, dismissed the case, by its order of September 3, 1914.

No. 1726.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF
R. G. LAWRENCE, *Complainant*, v. INDEPENDENT ELECTRIC COMPANY,
Respondent.

On June 15, 1914, complaint was filed alleging overcharge for installation of wires and transformer for conducting electricity for power purposes for temporary use.

Hearing was held and the Commission, by its order of September 21, 1914, found that the complainant should pay the actual expenses for the installation of the apparatus mentioned, and ordered a refund of the difference between the amount required by the defendant company and the amount of the actual cost of such installation.

No. 1752.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF
THE MAYOR OF LEAVENWORTH, WASHINGTON, *Complainant*, v. THE
TUMWATER LIGHT & WATER COMPANY AND THE LAMB DAVIS LUMBER
COMPANY, *Respondents*.

On July 30, 1914, complaint was made charging discrimination and unjust and unreasonable rates. The case was set for hearing but before the time set for the hearing the complainants announced that a satisfactory settlement had been made between the parties, and asking the withdrawal of the complaint. The Commission on November 23rd made its order dismissing said cause.

**DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING WATER
AND IRRIGATION COMPANIES.**

No. 820.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF
CITY OF SOUTH BEND, *Complainant*, v. NORTHWEST ELECTRIC & WATER
WORKS, *Respondent*.

Respondent asked for extension of time within which to construct
reservoir as per Commission's order of March 24, 1913. Complainant
filed a protest to such extension.

Commission ordered that said petition be heard at South Bend
January 26, 1914. Hearing was set aside and by stipulation respondent
was granted until December 31, 1914, to construct reservoir.

No. 979.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF
THE TOWN OF LITTLE FALLS, *Complainant*, v. THE LITTLE FALLS
WATER COMPANY, *Respondent*.

The Commission after an investigation made an order February
5, 1914, finding the cost of reproducing new of the plant to be \$7,451;
the cost of reproducing less depreciation to be \$5,030, and the fair
cash market value to be \$5,030.

No. 1358.

Hoquiam Water Company. Order permitting reduced rates on
service to manufactories, effective on less than statutory notice.

No. 1378.

Hoquiam Water Company. Order permitting reduced meter rates,
effective on less than statutory notice.

No. 1545.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF
ARTHUR WARREN, *Complainant*, v. WESTERN SPRINGS WATER COMPANY,
Respondent.

Complaint was filed July 23, 1913, alleging that respondent furnished
an inadequate supply of water, and that reservoirs were not properly
protected or kept in a sanitary condition, and were not cleaned as

often as they should be; that respondent owned large springs located a short distance from its water mains which were sufficient to supply said town with good water. After said complaint was filed, respondent commenced improving its water system, and complainant on August 18, 1913, advised the Commission that the respondent was endeavoring to remedy the matters complained of, and was engaged in connecting its water system with said springs, which would provide a sufficient supply of water, and complainant requested that the hearing which had been set for September 3, 1913, be continued pending the completion of such improvements. Said hearing was continued, subject to call.

Improvements were made and a stipulation was entered into between complainant and respondent January 17, 1914, providing for dismissal.

Order of dismissal was entered by the Commission January 22, 1914.

No. 1660.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF C. P. BUTLER *et al.*, *Complainants*, v. MALAGA LAND COMPANY, *Respondent*.

Hearing was held at Wenatchee, March 19, 1914. On June 24, 1914, the Commission made findings and order as follows:

That defendant, Malaga Land Company, is a corporation organized and existing under and by virtue of the laws of the State of Washington, for the purpose, among other things, of selling land in Chelan County, Washington, for operating certain canals, flumes, ditches and other irrigation works for supplying and selling water for the reclamation of arid lands and that the water sold by said company was intended to be used for the purpose of irrigating lands sold by it and to be conveyed to such lands through canals, flumes and ditches owned and operated by defendant.

That defendant has from time to time entered into contracts with various purchasers of land located under said water systems, for supplying such land with water for irrigation and domestic purposes. That among those with whom defendant entered into such contracts, are some of the complainants in this proceeding, while some of the complainants herein are purchasers of land to which water rights under such contracts had become appurtenant, and are assignees of such contracts. That each and all of such contracts provide that defendant should furnish and deliver a certain specific quantity of water per acre, the respective amounts thereof being definitely specified in such contracts; that said contracts provide among other things that "the irrigation season to begin May 1st and end September 30th of each year."

That defendant has not constructed nor maintained suitable, or any, measuring devices in its pipe lines, laterals, ditches or flumes for measuring the water delivered to all or any of the holders or

owners of water rights under such contracts. That by reason thereof it is impossible to determine with any degree of accuracy the quantity of water which has been furnished the owners or holders of water rights under such contracts by the defendant, but the Commission is satisfied that the defendant has failed to furnish all, or any, of such holders of water rights the quantity of water specified in the contracts or contract of such holders or holder, and therefore finds that the defendant has failed and neglected to discharge its duty to said contract holders in respect to the quantity of water furnished them, which failure has occurred during each and every irrigation season since the installation and commencement of operation of defendant's water system.

That defendant's flumes for conveying water to the lands of complainants are, and have been for sometime past, out of repair and insufficient, the grade of such flumes being out of line so that such flumes are in some places too high and other places too low, the lumber used in the construction of said flumes being warped, and twisted, in many places, causing such flumes to leak, and rendering same insufficient to conduct a sufficient quantity of water to enable defendant to fulfil its duty to complainants in respect to the quantity of water required to be furnished complainants under their respective contracts. That defendant's ditches and canals used in connection with such flumes for the conveyance of water are constructed in a loose and stony soil and have not been kept in repair, for which reason the quantity of water lost by seepage is such as to prevent defendant from furnishing complainants with sufficient water to comply with the terms of its said contracts. That defendant's reservoir constructed for the purpose of storage of water is, and has been for a considerable length of time, practically useless, owing to the development of serious openings through the soil and volcanic formation underlying such reservoir, which openings defendant has failed to close.

That in order that defendant may be able to discharge its duties to the complainants and other persons, companies or corporations with whom defendant has entered into contracts for furnishing water for domestic and irrigation purposes, it is necessary that defendant construct and maintain suitable measuring devices for measuring the quantity of water supplied each user under said water system, and that defendant exercise such supervision and control over said system, including said measuring device that it will be able to measure and keep an accurate and complete record of the quantity of water furnished each and all of the water users from the time such measuring devices are installed until the end of the irrigation season, and it is also necessary that defendant devise and enforce a system under which the several users will be allotted a suitable and continuous flow of water, according to the various quantities of water to which the users are entitled respectively, for a sufficient length of time and at sufficiently frequent periods to enable the several users to irrigate

their respective tracts at proper times and in as economical manner as is consistent with the total acreage to be irrigated and the supply available from time to time; and that defendant deliver to each user the quantity of water to which each user is entitled during the irrigation period specified in such contract. It is also necessary that defendant cause said reservoir to be repaired and placed in suitable condition at the earliest practical moment.

WHEREFORE, It Is ORDERED, That the defendant provide and install suitable measuring devices at the points of delivery of water to each user entitled to water specified in such contracts, or at such point or points as may be agreed upon between the defendant and the several users, and that such devices be so provided and installed within thirty (30) days from date of service of this order upon defendant; and that within twenty (20) days from the date of such service of this order defendant file with the Commission and submit for its approval the plan or system proposed by it for allotting to each user a suitable and continuous flow of water, and according to the various quantities to which such users are entitled respectively, for a sufficient length of time and at sufficiently frequent periods to enable the several users to irrigate their respective tracts at proper times and in as economical manner as is consistent with the total quantity of water which defendant has obligated itself by such contracts to deliver and the supply available from time to time, and to submit thereto a statement showing the names and addresses of all users entitled to water, and the number of acre feet or miners inches to which each user is entitled, together with a map and sketch of said irrigation system, reservoir, canals, flumes, ditches and laterals, and the location of each tract entitled to water and the name of the owner or reputed owner thereof indicated upon such map or sketch.

It Is FURTHER ORDERED, That said plan of allotment of water be, immediately upon the completion thereof, put in force by the defendant and be followed and obeyed by the water user until a further order of the Commission, and that defendant furnish to each and all users entitled to water the quantity of water to which such users are entitled, and to deliver the same according to such plan of allotment and keep a full and accurate record of water delivered to each user from time to time throughout the irrigation season each year and until further order of the Commission.

It Is FURTHER ORDERED, That defendant forthwith commence the work of repairing its flumes and ditches and other means of conveying water to said water users and shall diligently and continuously prosecute such work until such flumes, ditches and other means of conveying water are placed in a good and sufficient state of repair, the whole thereof to be completed not later than thirty (30) days after service of a copy of this order upon the defendant.

It Is FURTHER ORDERED, That within thirty (30) days from the date of service of this order upon defendant that plans and specifications

be prepared by the defendant, and filed with the Commission within said time showing the method and means proposed by defendant for repairing said reservoir, together with an estimate showing the probable cost thereof, and that defendant at a time to be hereafter fixed be prepared to show to the Commission whether or not it is financially able to place said reservoir in a sufficient and proper state of repair.

No. 1671.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON RELATION OF
S. D. SANDERS *et al.*, *Complainant*, v. BRIDGEPORT WATER COMPANY,
Respondent.

Hearing Bridgeport, March 21, 1914. On May 9, 1914, the Commission made findings and order.

That the defendant, Bridgeport Water Company, is a corporation duly organized and existing under and by virtue of the laws of Washington and is now, and has been at all times herein mentioned, the owner of and engaged in the operation and management of a water system for hire located near Bridgeport in the State of Washington. That about the year 1909 the defendant installed a gravity water system for the purpose of irrigating certain lands in the vicinity of Bridgeport, Washington, which system consisted of a dam in Foster Creek near Bridgeport, constructed for the purpose of storing the waters of said stream for diversion and use on said lands, and a system of pipe lines, mains and laterals, with gate, taps and other accessories for controlling the flow and delivery of water to the lands aforesaid.

That since the organization of defendant company in the year 1909, defendant entered into contracts with various purchasers of land located under said water system for supplying such lands with water for irrigation purposes, such contracts representing in the aggregate approximately 273.4 acres. That among those with whom defendant entered into such contracts are some of the complainants in this proceeding, while some of the complainants herein are purchasers of land to which water rights under such contracts had become appurtenant and are assignees of such contracts.

That defendant has not constructed or maintained suitable or any measuring devices in said pipe lines, laterals or ditches for measuring the water delivered to all or any of the holders or owners of water rights under such contracts.

That prior to the irrigation season of 1913, defendant allotted the water delivered by said system to the several users thereof for various periods during the irrigation season bearing relation to the acre feet of water to which the several users were entitled, which system tended in a measure to secure to each user his proportion of the water delivered by the defendant; however, such allotment of water did not provide any means of determining the quantity of water furnished

the users, collectively or individually during the irrigation season and there is no practical method of now determining whether or not such users have been furnished the quantity of water to which they were severally entitled during any irrigation season.

That in the month of August, 1913, defendant installed a centrifugal pump of a rated capacity of 750 gallons per minute for the purpose of increasing the water supply, and operated such pump for about three weeks after the installation thereof, when the motor was burned out. Said pump has been placed in running order for the present season. That as nearly as can be ascertained from the evidence, the gravity flow, when supplemented by the supply of which such pumping plant is capable of furnishing, will be sufficient to furnish all of the users with the quantity of water to which they are entitled, provided, that such water be properly distributed to the users according to their rights as they may appear; however, the evidence offered is not sufficient to enable the Commission to reach a satisfactory decision as to the quantity of water available from the gravity supply, therefore, no finding on that question is made.

That in order that defendant may be able to discharge its duties to the water users, it is necessary that defendant construct and maintain suitable measuring devices for measuring the quantity of water supplied each user under said water system, and that defendant exercise such supervision and control over said system, including such measuring devices, that it will be able to measure and keep an accurate and complete record of the quantity of water furnished each and all of the water users from the time such measuring devices are installed until the end of the irrigation season, and it is also necessary that defendant devise and enforce a system under which the several users will be allotted a suitable and continuous flow of water, according to their respective acreage to be irrigated, for a sufficient length of time and at sufficiently frequent periods, to enable the several users to irrigate their respective tracts at proper times and in as economical manner as is consistent with the total acreage to be irrigated and the supply available from time to time, and to deliver to each user the quantity to which he is entitled during the irrigation period specified in such contract.

WHEREFORE, IT IS ORDERED, That defendant provide and install suitable measuring devices at the points of delivery of water to each user entitled to water specified in such contracts, or at such point or points as may be agreed upon between the defendant and the several users, and that such devices be so provided and installed within thirty days from the date of service of this order upon defendant; and that within twenty days of such service of this order defendant file with the Commission and submit for its approval the plan or system proposed by it for allotting to each user a suitable and continuous flow of water, according to their respective areas to be irrigated for a sufficient length of time and at sufficiently frequent periods to enable the several users

to irrigate their respective tracts at proper times and in as economical manner as is consistent with the total acreage entitled to water and the supply available from time to time, and to submit therewith a statement showing the names and addresses of all users entitled to water, the number of acre feet to which each user is entitled, with a map or sketch of such irrigation system mains and laterals and the location of each tract entitled to water and the name of the owner or reputed owner thereof indicated upon said map or sketch.

IT IS FURTHER ORDERED, That said plan of allotment of water be immediately upon the completion thereof, put in force by the defendant and be followed and obeyed by the water users until the further order of the Commission, and that defendant furnish to each and all users entitled to water the quantity of water to which such users are entitled and deliver the same according to such plan of allotment and keep a full and accurate record of water delivered to each user from time to time throughout the irrigation season each year and until the further order of the Commission.

No. 1743.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON RELATION OF THE TOWN OF EPHRATA, *Complainant*, v. L. H. PRUITT *et al.*, *Respondents*.

Complaint charges impure, defiled water, unfit for use, insufficient pressure and inadequate service. Hearing was held and testimony taken.

Pending.

No. 1780.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON RELATION OF SCHOOL DISTRICT No. 211, LEWIS COUNTY, *Complainant*, v. WASHINGTON PIPE & FOUNDRY COMPANY, *Respondent*.

Complaint filed September 1, 1914, as to quantity and character of water supplied.

Hearing at Pe Ell September 10, 1914.

The two sources of supply of water for the water system operated by respondent in the town of Pe Ell, Washington, were viewed and examined and the matters in controversy having been fully discussed by all parties in interest and such parties being fully advised in the premises, a stipulation was entered into and filed in said cause whereby it appears that the quality of the water supplied by the respondent was satisfactory and fit for human consumption excepting that portion of the supply obtained from the mill pond which the parties agreed should not be used for human consumption, and the parties hereto further agreed that an order might be entered by the Public Service Commission

of Washington directing that the water from the mill pond be not used or permitted in the pipes used to supply water for human consumption except in cases of fire, and that rules should be promulgated limiting the use of water for irrigating purposes during the very dry seasons.

WHEREFORE, IT IS ORDERED, That no water obtained from the source known as the mill pond be used or permitted in the pipes of said system used to supply water for human consumption except in case of fire.

IT IS FURTHER ORDERED, That respondent promulgate rules for limiting the use of water for irrigation purposes during very dry seasons and that such rules be submitted to the Public Service Commission of Washington for approval before being fixed with the tariffs and schedules of said company.

No. 1789.

PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF MRS. R. BREWER, *Complainant*, v. CASTLE ROCK WATER WORKS, *Respondent*.
Complaint re metered water service.

Hearing September 6, 1914, at Castle Rock and September 21, 1914, findings and order were made by the Commission as follows:

That the Castle Rock Water Works furnishes water to the residents of the town of Castle Rock, Cowlitz County, Washington, and as such utility has on file with the Public Service Commission of Washington its tariff naming both metered and flat rates for such service.

That the plaintiff, the said Mrs. R. Brewer, owns a building in Castle Rock, and has installed a meter upon said premises and requested the respondent, the Castle Rock Water Works, to render her bill in accordance with the rates named in said tariff on file with the Public Service Commission of Washington for metered service, and that such request had been refused.

That the respondent, the Castle Rock Water Works, has at its own expense, installed meters for the purpose of measuring water for other consumers in the town of Castle Rock, and charged the metered rate therefor.

ORDERED, That the Castle Rock Water Works of Castle Rock, Wash., permit the plaintiff, the said Mrs. R. Brewer, to install a meter upon her premises in the town of Castle Rock, Wash., for the purpose of measuring the water consumed on such premises; and that the respondent, the Castle Rock Water Works, render its bill for water consumed on the premises of said plaintiff, Mrs. R. Brewer, at the rates and charges named in its tariff now on file with the Public Service Commission of Washington for metered service.

No. 1812.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON RELATION OF
THE MAYOR AND COUNCIL OF CASTLE ROCK, *Complainant*, v. J. E.
KALMBACH, PROPRIETOR, CASTLE ROCK WATER WORKS, *Respondent*.

October 31, 1914, the Commission made the following order:

The respondent, having published and filed with the Public Service Commission of Washington, Castle Rock Water Works Tariff No. 4, naming meter rates which are higher than the meter rates named in Castle Rock Water Works Tariff No. 3, now in effect, and complaint having been made to the Commission that the rates named in said tariff No. 4 are unjust, unfair, unreasonable and excessive,

IT IS ORDERED, That said tariff No. 4 be, and the same hereby is, suspended for a period of ninety days from the date upon which it would otherwise become effective, that is to say, for a period of ninety days from November 1, 1914.

DISPOSITION OF CASES DECIDED AND STATUS OF PENDING CASES AFFECTING TELEPHONE COMPANIES.

No. 135.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF CITY OF SPOKANE, *Complainant*, v. PACIFIC TELEPHONE AND TELEGRAPH COMPANY, *Respondent*.

Hearing was held at Spokane on November 14, 1913, testimony introduced and hearing concluded. Parties were allowed time within which to submit briefs. Pending.

No. 496.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF M. G. HARRIS *et al.*, *Complainant*, v. SUNNYSIDE TELEPHONE COMPANY, YAKIMA VALLEY TELEPHONE COMPANY AND PACIFIC STATES TELEPHONE AND TELEGRAPH COMPANY, *Respondents*.

Hearing on petition of Pacific States Telephone and Telegraph Company for modification of order entered May 3, 1912, held at North Yakima, September 17, 1913. Hearing concluded and parties allowed time within which to file briefs. Pending.

No. 505.

PUGET SOUND INDEPENDENT TELEPHONE COMPANY v. INDEPENDENT TELEPHONE COMPANY, a corporation, SUNSET TELEPHONE & TELEGRAPH COMPANY, a corporation, PACIFIC TELEPHONE & TELEGRAPH COMPANY, a corporation, and NORTHWESTERN LONG DISTANCE TELEPHONE COMPANY, a corporation.

ORDER.

This cause coming on before the Public Service Commission of Washington, on December 22, 1913, on the petition of the Puget Sound Independent Telephone Company, complainant, to file and make effective January 21, 1914, tariff providing for air line toll rates applicable to long distance business between points in the State of Washington, conforming in all respects with the air line toll rates filed by the Pacific Telephone & Telegraph Company with the Commission, June 16, 1913, and permitted to become effective on January 21, 1914, by orders entered in cause No. 1533 on December 11, 1913, and December 13, 1913, respectively, and it appearing to the Commission that in the above entitled cause (No. 505) a stipulation was entered into between the

parties hereto providing that the rate of the Puget Sound Independent Telephone Company should be the same as the rates of the Pacific Telephone & Telegraph Company; that said stipulation was approved by the Commission with the proviso that such approval should not be construed as an approval by this Commission of the reasonableness of all rates that may be mutually agreed upon between the said parties, but the Commission reserves the right to inquire into the reasonableness of any such rates if the same shall hereafter be challenged by any person entitled to file a complaint on the ground that they are unjust, unreasonable, discriminatory or otherwise unlawful;" and the Commission having entered its findings of fact and conclusions in cause No. 1533, on December 11, 1913, after full hearing, wherein the Commission stated that it was convinced that the air line basis or system was right in principle and should be put in operation to correct the apparent inconsistencies throughout the state, but it was not satisfied that the basic rate of five mills per air line mile, plus a terminal charge of five cents with a one-minute initial period, and a fifty per cent overtime rate, was the proper rate or a proper basis of time, or that a terminal overcharge was a necessary or proper factor; that, therefore, the Commission declined to enter an order at that time approving such tariff or the rates, time basis, or terminal charge therein provided, but would allow the rates to go into effect temporarily so that a test can be made of same, and a valuation of the property could be had, and a complete investigation of the reasonableness of the rates, basis of time and of the propriety of such terminal charge, could be made;

NOW THEREFORE, IT IS ORDERED, That the Puget Sound Independent Telephone Company be, and it hereby is permitted to file and make effective on January 21, 1914, tariffs providing for air line toll rates between points in the State of Washington, such rates to supersede and cancel all toll rates of said company theretofore in effect in this state, and to conform in all respects with the air line toll rates of the Pacific Telephone & Telegraph Company hereinbefore mentioned, and becoming effective January 21, 1914.

PROVIDING, HOWEVER, That the Commission does not at this time approve such tariffs or the rates, time basis or terminal charge therein provided, it being the intention of the Commission to allow such rates to go into effect temporarily in order that a test can be made, and a valuation of the property of the Puget Sound Independent Telephone Company can be had, and a complete investigation of the reasonableness of such rates, basis of time and the property of such terminal charge can be basis of time and the property of such terminal charge can be made.

No. 548.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF J. H. SYLVESTER, MAYOR OF PASCO, *Complainant*, v. PACIFIC POWER & LIGHT COMPANY AND TWIN CITY TELEPHONE COMPANY, *Respondents*.

Complaint is as to rates and service.

The telephone company having agreed to install a new common battery system, and the complainant having stipulated the cause may be dismissed as to the telephone company, the Commission May 13, 1914, entered an order of dismissal.

No. 947.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF THE COMMERCIAL CLUB OF SEDRO WOOLLEY, WASHINGTON, *Complainant*, v. PUGET SOUND INDEPENDENT TELEPHONE COMPANY, SKAGIT RIVER TELEPHONE AND TELEGRAPH COMPANY, AND THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY, *Respondents*.

Complaint was filed by the Commercial Club of Sedro Woolley, praying for an order requiring the Puget Sound Independent Telephone Company and the Skagit River Telephone and Telegraph Company to make physical connection of the lines of such companies at or near Sedro Woolley, for the purpose of securing a line of continuous communication between the localities reached by lines of the Puget Sound Independent Telephone Company and the localities served by the lines of the Skagit River Telephone and Telegraph Company.

Hearings were held June 27, 1913, at Sedro Woolley, and July 1, 1913, at Seattle, evidence introduced and cause submitted.

The Commission on October 18, 1913, made and entered partial findings of fact.

January 23, 1914, formal findings were entered reciting in part that from a consideration of all the evidence, the Commission finds and concludes that the lines of the Skagit River Telephone and Telegraph Company and the Puget Sound Independent Telephone Company can, by the construction and maintenance of suitable connection at or near the eastern limits of the City of Sedro Woolley, be made to form a continuous line of communication between localities that are not reached by the lines of either company alone; that such connection for the transmittal of conversations and transfer of messages can reasonably be made, and efficient service obtained, and a necessity exists therefor.

WHEREFORE, IT IS ORDERED, That the Puget Sound Independent Telephone Company and the Skagit River Telephone and Telegraph Company be, and such companies are hereby ordered and directed to make physical connection between the telephone lines of said companies at or near the eastern limits of the City of Sedro Woolley, Washington, so as to form a line of continuous communication for the transmittal

of conversations and the transfer of messages between the localities served by the Puget Sound Independent Telephone Company and the localities served by the Skagit River Telephone and Telegraph Company, and that such physical connection be made within thirty days after the service upon said telephone companies of a certified copy of this order, and said companies are ordered and directed to thereafter transmit conversations and transfer messages between said localities, or show cause, if any there be, why such connection cannot reasonably be made within said time.

IT IS FURTHER ORDERED, That the complaint in this case in so far as the same relates to or affects the defendant, Pacific Telephone and Telegraph Company, be, and such complaint hereby is dismissed.

No. 962.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF NORTHWESTERN LONG DISTANCE TELEPHONE COMPANY, *Complainant*, v. PACIFIC TELEPHONE AND TELEPHONE COMPANY, SUNSET TELEPHONE AND TELEGRAPH COMPANY, AND INDEPENDENT TELEPHONE COMPANY, OF SEATTLE, WASHINGTON, *Respondents*.

Complaint was filed in this cause by the Northwestern Long Distance Telephone Company, praying for an order requiring the defendants to receive, transmit and deliver without discrimination or delay all messages to and from patrons of the complainant and patrons of the respondents at Seattle and Tacoma, and that reasonable rules and regulations be promulgated and established for the transaction of interchange business between the lines of the complainant and the patrons and local lines of the respondents at Seattle and Tacoma, and especially that respondents be required to desist from further discrimination in transacting the business of and for the complainant in said cities.

Hearing was held at Seattle, on May 6 and 7, 1913, many witnesses were sworn and examined and said hearing continued, subject to call.

Subsequently the principal controversy involved was adjusted by the installation of a switchboard at Seattle for the accommodation of the business of the Northwestern Long Distance Telephone Company.

January 22, 1914, the Commission entered an order reciting that the Complainant having advised the Commission that it is agreeable the cause be dismissed without prejudice.

IT IS ORDERED, That the complaint in this action be and the same hereby is dismissed without prejudice.

No. 1086.

Pacific Telephone & Telegraph Company. Order permitting cancellation of uncompleted switching rate between Seattle and Tacoma, effective on less than statutory notice.

No. 1193.

Northwestern Long Distance Telephone Company. Order permitting reduced rates on two number service between Seattle and Tacoma, effective on less than statutory notice.

No. 1222.

Northwestern Long Distance Telephone Company. Order permitting reduced rates on long distance toll rates in this state, effective on less than statutory notice.

No. 1230.

Kent & Renton Telephone & Telegraph Company. Order permitting reduced rates on toll service, effective on less than statutory notice.

No. 1238.

Hartstein Telephone Company. Order permitting reduced rates on toll service, effective on less than statutory notice.

No. 1516.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF THE LOWER NACHES TELEPHONE COMPANY, *Complainant*, v. PACIFIC TELEPHONE AND TELEGRAPH COMPANY, *Respondent*.

Hearing was held at North Yakima on November 14, 1913, evidence introduced, and hearing concluded. Parties were allowed time within which to file briefs. Pending.

No. 1533.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. PACIFIC TELEPHONE AND TELEGRAPH COMPANY, *Respondent*.

June 16, 1913, the Pacific Telephone & Telegraph Company filed with the Commission a certain tariff schedule to become effective July 16, 1913, naming and establishing air line toll rates to be thereafter charged and collected for long distance telephone service between towns in the State of Washington. On July 11, 1913, the Commission entered an order suspending such air line toll rates, pending investigation, for a period of ninety days from July 16, 1913. On October 6, 1913, the Commission entered a second order of suspension in said cause suspending said air line toll rates for the further period of sixty days, that is for a period of one hundred fifty days from July 16, 1913.

After due notice to the respondent and to the commercial clubs and commercial organizations in all of the principal cities in the State of Washington, hearings were held at Spokane, November 12 and 13, North Yakima, November 15; Seattle, November 17, and Tacoma, November 18. December 11, 1913, the Commission entered its findings and order.

In its findings the Commission recited in part that the system of rates contained in the schedule under suspension are, as stated, intended to supersede all toll rates heretofore in effect in this state and substitute therefor a system of rates in all instances based upon the air line mileage between points of origin and points of destination; the rates now in effect violate the long and short haul clause of the Public Service Commission law in innumerable instances and the new system is intended to correct these abuses so that every locality and patron will receive the same amount of service for the same price. All parties appearing at the hearing held in the several cities agreed that the proposed new system is an improvement, without committing themselves to the reasonableness of particular rates. The Company claims that in constructing the new rates it has sought to adjust them so as to return as near as may be the same gross toll revenue now yielded in this state by existing rates. In the absence of a test of the new rates it is not found to be possible to determine how closely that gross toll revenue will be approximated under the new system.

In addition to the parties appearing as stated before the following organizations and persons were notified of the time, place and purpose of the hearing at the several times, to-wit: Sedro Woolley Commercial Club; Chamber of Commerce, Olympia; Citizens Club, Chehalis; Commercial Club, Centralia; Chamber of Commerce, Spokane; Chamber of Commerce, Bellingham; Chamber of Commerce, Wenatchee; Chamber of Commerce, Ellensburg; Chamber of Commerce, Walla Walla; Chamber of Commerce, North Yakima; Merchants Association, Spokane; Commercial Club, Seattle; Spokane Grain Company, Seattle; Max Wardall, member of City Council, Seattle, and Earl C. DeMoss, Seattle.

Some of the organizations and persons, prior to the hearing has made written protests to the Commission against the rates. None of these organizations and persons, however, entered an appearance at any of the hearings, from which we can only infer that upon further investigation they are satisfied that the new system of rates be given a fair trial. The Commercial Club of Everett was also notified and the Commission is in receipt of a letter from its secretary stating that the organization has investigated the proposed air line toll rates and although in some cases the rates from Everett will be raised, it is believed that the advantage obtained by the standardization of long distance rates will in the long run offset any immediate disadvantage.

The following order was entered:

The Commission is convinced that the air line basis or system is right in principle and should be put in operation to correct the apparent rate inconsistencies throughout the state, but it is not satisfied that the basic rate of five mills per air line mile, plus a terminal charge of five cents, with a one-minute initial period of fifty per cent over time rate is the proper rate or a proper basis of time, or that a terminal charge is a necessary or proper factor, therefore the Commission declines to enter an order at this time approving such tariffs

or the rates, time basis, or terminal charge therein provided, but will allow the rates to go into effect temporarily so that a test can be made of same and a valuation of the property can be had and a complete investigation of the reasonableness of the rates, basis of time and of the propriety of such terminal charge can be made.

A study of the operation of the new system and the appraisal of the company's property will be prosecuted with all due diligence. In the meantime the complaint in this action will be kept pending and this cause is hereby continued to be set for further hearing at a future date.

If, for any reason, it is not possible to get the copies of its rate sheets distributed throughout the telephone offices in time to permit the rates to go into actual operation on December 13, 1913, when the second order of suspension expires, the company may apply for an order postponing the effective date of the schedule for a sufficient length of time to make the requisite arrangements.

December 13, 1913, at request of the respondent an order was entered fixing January 21, 1914, as the date when the new schedule should become effective.

No. 1590.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF THE PHINNEY AVENUE IMPROVEMENT CLUB, *Complainant*, v. THE PACIFIC TELEPHONE & TELEGRAPH COMPANY, *Respondent*.

Complaint was filed alleging that the prefix "Ballard" to the telephone numbers in the district represented by the complainant is an inconvenience and damage to the subscribers in such district. Hearing was held and testimony taken. Pending.

No. 1663.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF THE TOWN OF NEWPORT, *Complainant*, v. NEWPORT TELEPHONE COMPANY, *Respondent*.

Complaint charges discrimination, unjust, unfair and unreasonable rates. Hearing was held at Newport, Washington, and testimony taken. Pending.

No. 1644.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. COWICHEE TELEPHONE COMPANY, *Respondent*.

Respondent published and issued its tariff W. P. S. C. No. 2 to become effective January 1, 1914, which would have the effect of increasing the rates and charges for telephone service from \$1.50 a month to

\$2.00 a month for ten party business lines and for ten party residence lines.

December 31, 1913, the Commission issued an order suspending this tariff for ninety days from January 1, 1913. Investigation into the valuation of the property had not been completed, so March 30, 1914, a second order of suspension was issued for a further period of 60 days and May 29, 1914, a third order of suspension was issued for an additional 30 days.

Hearing was had at North Yakima June 13, 1914, and September 25, 1914, the Commission made findings and order as follows: Testimony was introduced and the Commission having heard said testimony and being fully advised in the premises finds that from an investigation made of the business and property of the respondent company by the Commission's engineer, a copy of his report being an exhibit in this case, the rates prescribed in the respondent company's Tariffs Nos. 1 and 2, will not yield more than a reasonable return upon the investment in addition to paying operating expenses and maintaining the investment intact.

THEREFORE IT IS ORDERED, That this cause be and the same is hereby dismissed.

No. 1693.

IN THE MATTER OF THE VALUATION OF THE PROPERTY OF THE COWICHEE
TELEPHONE COMPANY.

Findings of the Commission were made on September 25, 1914; that defendant is a corporation owning and engaged in operating and managing a telephone exchange at Cowichee, Washington, and a system of telephone lines in Yakima County; that outstanding securities amounted to \$4,141.59; that the cost of the property could not be estimated but probably did not exceed \$9,000; that the cost of reproduction new was \$11,708.00; that the cost of reproduction new, less depreciation, was \$7,005.00; that the operating expenses for 1913 amounted to \$2,838.00; that the gross income for 1913 amounted to \$2,923.00; that the fair value of the respondent's property devoted to the use of the public on July 1, 1914, was \$9,300.00.

No. 1718.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v.
PACIFIC TELEPHONE COMPANY, *Respondent*.

Hearing at Spokane September 4, 1914. The Commission October 23, 1914, made findings and order as follows:

The defendant company is a corporation owning, operating and managing a system of telephone lines in the State of Washington and is subject to the provisions of Chapter 117 of the Laws of 1911, known as the Public Service Commission Law. The defendant company

operates a main telephone exchange and several branch telephone exchanges in the City of Spokane and has undertaken and is engaged in conducting a suburban telephone service in the territory adjacent to and surrounding the City of Spokane.

This proceeding was instituted by the Public Service Commission on its own motion on petition of and on behalf of the residents of the community known as the Hazelwood district about four and a half miles west of the city limits of the City of Spokane, Washington, together with others similarly situated in the same general locality.

The defendant company has constructed and now maintains and operates suburban telephone lines extending from one of its exchanges in said City of Spokane to the Anderson residence, which is located in said Hazelwood district and near the southwest corner thereof, and also to the Wakefield residence located in said district and near the east side thereof.

The district wherein the petitioners reside consists of a large number of small farms and tracts adapted to fruit and grain raising, stock raising and dairying. The district is susceptible of considerable future development. At the present time there are quite a number of tracts held by persons who have purchased same and are awaiting their development before moving upon the property.

The testimony discloses that the petitioners have made repeated requests for telephone service from said defendant company without success.

The policy of the defendant company has been to furnish suburban service for lines extending not over five miles from the central exchange and require the subscribers to build the plant beyond the five mile radius.

In view of the facts disclosed in this case it is apparent that the petitioners are without telephone service and it is also apparent to the Commission from the evidence that said petitioners are entitled to telephone service.

There was disclosed at the hearing a minor conflict of territorial rights or claims to rights on the part of the Pacific Telephone & Telegraph Company and the Medical Lake Telephone Company, some of the petitioners living in what the Medical Lake Telephone Company terms as its territory. The said petitioners, however, desire service direct with the Spokane exchange. The Pacific Telephone & Telegraph Company, having invaded this territory by constructing lines for serving some of the residents thereof, the Commission deems it proper to require the Pacific Telephone & Telegraph Company to serve all of the residents of such district and avoid a discrimination of facilities, which would result from another telephone company entering the same district.

The Pacific Telephone & Telegraph Company has no exchange at present to adequately serve the territory involved. On account of the

distance from the city center to this district, the evidence indicates and sound principles governing the most economical rendering of telephone service would seem to require upon the fuller development of the district, the establishment in the future of a complete, adequate and efficient telephone exchange plant for such community center as that here involved.

In view of the fact that the petitioners are now entitled to a reasonable telephone service, it is the opinion of the Commission that the telephone company should meet the present demand for service by an extension of the nearest suburban lines.

WHEREFORE, IT IS ORDERED, That on or before the expiration of 30 days from the date of service of this order the Pacific Telephone & Telegraph Company install the necessary instruments, lines and equipment for serving the residents of said Hazelwood district from one of its Spokane exchanges and thereafter furnish telephone service to each and all of the residents of said district who may desire such service, from its Spokane exchange or such exchange as it may hereafter install in said district.

No. 1741.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF B. WEIMAN, *Complainant*, v. RICHMOND BEACH TELEPHONE & POWER COMPANY AND PACIFIC TELEPHONE & TELEGRAPH COMPANY, *Respondents*.

Complaint charged excessive, exorbitant and extortionate rates. Hearing was held and testimony taken.

Pending.

No. 1791.

IN THE MATTER OF THE ADOPTION, PROMULGATION AND ISSUANCE OF RULES AND REGULATIONS GOVERNING METHOD OF COLLECTION OF ACCOUNTS FOR LOCAL EXCHANGE AND LONG DISTANCE SERVICE BY TELEPHONE COMPANIES SUBJECT TO THE PROVISIONS OF CHAPTER 117 OF THE SESSION LAWS OF 1911 OF THE STATE OF WASHINGTON, AND RELATING TO SECURITY FOR INSTALLATION OF INSTRUMENTS OR OTHER PURPOSES.

The Commission, on its own motion, September 24, 1914, issued the following order:

WHEREAS, The Public Service Commission of Washington, after considering rules and regulations of telephone companies relating to security for installation of instruments, for the payment of accounts for local exchange and long distance service rendered by such companies, and for other purposes, is of the opinion and finds and concludes that the following rules, numbered one and two, are just, fair and reasonable rules and regulations and should be adopted, promulgated and issued by the Public Service Commission of Washington and fol-

lowed and enforced by each and every telephone company (other than cities and towns) owning, operating or managing any telephone line or part of telephone line, used in the conduct of the business of affording telephonic communication, for hire, within the State of Washington, viz.:

RULE No. 1.

No cash deposit or other security for installation of instruments, for the payment of accounts for local exchange service or long distance service between points within the State of Washington, or for any other purpose, shall be required of any telephone subscriber by any telephone company (other than a city or town) owning, operating or managing any telephone line or part of telephone line used in the conduct of business of affording telephonic communication for hire within the State of Washington: Provided, That deposit may be required for any local or long distance call originating at a pay station.

RULE No. 2.

Any telephone company may require from any subscriber, payments in advance from month to month for local exchange service and may disconnect any telephone, private exchange, or other instrumentality, device or apparatus of any subscriber and discontinue such subscriber's service, on or after the expiration of ten days from the date on which any account for local exchange service or long distance service becomes due and payable (in advance or otherwise), when any such account remains unpaid after the expiration of ten days from such date and from the date of delivery of itemized account to such subscriber.

WHEREFORE It Is ORDERED, That said rules, numbered one and two, be and the same hereby are adopted, promulgated and issued.

It Is FURTHER ORDERED, That any person, firm, company, corporation, association of persons, or trustee or receiver thereof, or any public service company affected by such rules, or either of them, and deeming such rules and regulations, or either of them, improper, unjust, unreasonable or contrary to law, may, within twenty days from and after the date of service of this order upon such person, firm, corporation, association of persons, trustee, receiver, or public service company, file objections thereto with the Public Service Commission of Washington at its office in Olympia, Washington, specifying the particular grounds of such objections.

It Is FURTHER ORDERED, That the 27th day of October, 1914, at the hour of 9:30 o'clock A. M., at the Assembly Room of the New Seattle Chamber of Commerce in the City of Seattle, Washington, be, and said time and place hereby are fixed for hearing any and all objections to said rules and regulations, or either of them, which may be filed with the Public Service Commission of Washington within the time allowed by law and hereinbefore specified.

It Is FURTHER ORDERED, That at said time and place all telephone companies affected by said rules, or either of them, show cause, if any

exists, why an order should not be entered in this proceeding requiring such telephone companies to refund and surrender all cash deposits or other securities now held as security for installation of instruments, for the payment of accounts referred to in said rules, or for any other purpose.

Hearing was postponed to October 28, 1914, and was had that day at Seattle. Hearing was continued to December 15, 1914. Cause pending.

No. 1807.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v.
RICHMOND BEACH TELEPHONE & POWER COMPANY, *Respondent*.

This was a complaint for the purpose of valuing the property of the respondent company. Hearing was held and testimony taken.

Pending.

DISPOSITION OF CASES DECIDED AND STATUS OF PENDING CASES AFFECTING GAS COMPANIES.

No. 1229.

Everett Gas Company. Order permitting reduced rates on electric and gas service, effective on less than statutory notice.

No. 1633.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
BENJAMIN E. DERoy, *Complainant*, v. SEATTLE LIGHTING COMPANY,
Respondent.

Complaint on failure to extend service. Hearing at Seattle, January 31, 1914. July 29, 1914, the Commission made findings and order as follows:

The petitioner has erected a house on lots 15 and 16, block 4 of Alta Vista J. W. Hainsworth third addition to the City of West Seattle (now Seattle), being 4136 44th Avenue Southwest. The petitioner has a modern house of four rooms with bath and toilet, wired for electric lights and equipped for gas heating and cooking, but not equipped for cooking and heating except by gas. The house is furnished and ready for occupancy.

The petitioner has applied to defendant to be supplied with gas and defendant has refused to extend its service to petitioner.

The street upon which petitioner's house is located is ungraded and no permanent gas main is laid thereon. It is the practice of defendant to delay the laying of permanent mains in the streets until the streets are graded. We find, however, that the defendant is supplying a large number of people residing in the vicinity of petitioner's house by means of temporary mains laid in the alleys, and that the petitioner can be supplied by a temporary 2-inch main 274 feet long laid in the alley at the rear of petitioner's lots. Such temporary main will supply petitioner and his next door neighbor, who also has applied for gas and been refused. It will cost approximately \$60.00 to lay such temporary main and the sales therefrom will amount to approximately \$6.00 per month.

From a consideration of all the evidence in this case, the Commission finds and concludes that the demand of the petitioner to be supplied with gas is reasonable; that the refusal of the defendant to so supply him is unreasonable and unduly discriminatory.

It is ORDERED, That the Seattle Lighting Company, defendant, do within thirty (30) days from the service of this order on it extend its service to the premises of the petitioner, 4136 44th Avenue Southwest, in the City of Seattle, and thereafter supply gas to petitioner at the rates and upon the terms specified in its tariff on file and in force.

**DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING
WHARF COMPANIES.**

No. 789.

PUBLIC SERVICE COMMISSION OF WASHINGTON ON RELATION OF W. V. CROSSIER AND 25 OTHERS, *Complainants*, v. KINGSTON WHARF COMPANY, *Respondent*.

No. 792.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF WILLIAM TURGEON, *Complainant*, v. KINGSTON WHARF COMPANY, *Respondent*.

The above entitled causes were consolidated and a hearing held January 24, 1913; testimony introduced and cause submitted.

Order was entered March 20, 1913, putting into effect a six months' tentative tariff of rates prepared by the Commission. The respondent was further ordered and directed to keep an accurate, complete and careful account of all revenues arising under said wharf tariff No. 2, for a period of six months from and after same became effective, and also a complete and accurate account of all disbursements and operating charges of every kind or character and at the end of six months to present the Commission a statement showing the gross and net revenue under such tentative tariff.

January 14, 1914, an order was issued by the Commission continuing this tariff in effect an additional six months and directing a report at the expiration of that period on receipts and disbursements.

No. 1385.

Colman Dock Company. Order permitting reduced wharfage rate on hay, effective on less than statutory notice.

No. 1716.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF THE DUNGENESS CO-OPERATIVE CREAMERY COMPANY, *Complainant*, v. THE PORT WILLIAMS DOCK, OF PORT WILLIAMS, WASHINGTON, *Respondent*.

Complaint re wharfage charges on butter and cream. Hearing had at Sequim July 16, 1914.

On October 29, 1914, the Commission entered the following order:

Complainant and respondent having reached an agreement concerning the subject matter of this proceeding, and the respondent having revised its rates in conformity therewith, and having filed with the Public Service Commission of Washington a new tariff containing rates revised,

IT IS THEREFORE ORDERED, That this cause be and the same is, dismissed.

**DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING STEAMBOAT
COMPANIES.**

No. 1204.

Merchants' Transportation Company and Olympia & Tacoma Transportation Company. Order permitting reduced rates on general merchandise N. O. S., effective on less than statutory notice.

No. 1208.

Star Steamship Company. Order permitting reduced rates on grain and vegetables, effective on less than statutory notice.

No. 1209.

Hale's Pass & Wallochett Navigation Company. Order permitting reduced rates on coal, feed, mill stuffs, etc., effective on less than statutory notice.

No. 1225.

Still Harbor & Tacoma Steamship Company. Order permitting change of route of steamers, effective on less than statutory notice.

No. 1272.

Puget Sound Navigation Company. Order permitting reduced rate on butter, effective on less than statutory notice.

No. 1275.

Fred H. Finsen. Order permitting reduced rates on ferry service between Cornet and Dewey, effective on less than statutory notice.

No. 1280.

Puget Sound Navigation Company. Order permitting reduced rates on freight between Seattle and Kingston, effective on less than statutory notice.

No. 1282.

Puget Sound Navigation Company. Order permitting the covering of rates on Puget Sound on weight basis.

No. 1291.

Archie Wroten. Order permitting reduced rates on freight and passengers on launch Corinne, effective on less than statutory notice.

No. 1292.

Freeland Transportation Company. Order permitting reduction in general freight tariff, effective on less than statutory notice.

No. 1293.

Border Line Transportation Company. Order permitting reduced rates on cement, Bellingham to Port Angeles, effective on less than statutory notice.

No. 1305.

Frank Waterhouse & Company, Inc. Order permitting reduced rates on lime, etc., effective on less than statutory notice.

No. 1316.

Bothel Transportation Company. Order permitting reduced commutation rates, effective on less than statutory notice.

No. 1354.

Puget Sound Navigation Company. Order permitting reduced excursion rates on steamer Sioux, effective on less than statutory notice.

No. 1369.

Kitsap County Transportation Company. Order permitting reduced passenger rates, effective on less than statutory notice.

No. 1370.

Merchants' Transportation Company and Olympia & Tacoma Navigation Company. Order permitting reduced rates on flour, etc., to West Pass points, effective on less than statutory notice.

No. 1659.

Inland Navigation Company. Order permitting refund of overcharge on household goods.

No. 1728.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF KINGSTON TRANSPORTATION COMPANY, A CORPORATION, *Complainant*, v. NORWOOD TRANSPORTATION COMPANY, A CORPORATION, *Respondent*.

Hearing at Seattle, July 6, 1914. September 26, 1914, the Commission made findings and order as follows.

The complaint in this cause recites, among other things, that the rates of the steamer "Mohawk," which was placed on the run from Seattle to Port Ludlow and way points, are unfair and unreasonable and that the purpose and object of reducing said rates was not for the purpose of fair competition.

Section 53 of the Public Service Act provides that when the Commission finds, after a hearing, that the rates, fares or charges are insufficient to yield a reasonable compensation for the service rendered, the Commission shall determine the just, reasonable or sufficient rates, fares and charges to be thereafter observed and enforced, and to fix the same by order. The testimony of the defendants in this case was to the effect that the reduced rates for the steamer "Mohawk" would be

sufficient to yield a reasonable compensation for the service rendered in the future. At the time of hearing no figures were available as to the earnings of said steamer and a reasonable time was allowed the company to demonstrate that the rates and traffic were sufficient to enable the boat to operate successfully. On September 3 the Commission requested the company to submit a report of the earnings of said boat since the service was installed. The Norword Transportation Company, through its manager, C. V. La Farge, stated in a letter to the Commission, under date of September 9, 1914, that on account of the very poor showing made by the steamer "Mohawk," said boat had been withdrawn from the run.

THEREFORE, IT IS ORDERED, That this cause be and the same is hereby dismissed for the reason that the cause of complaint has been satisfied by the withdrawal of the steamer from said route.

DISPOSITION OF CASES DECIDED AND STATUS OF PENDING CASES AFFECTING EXPRESS COMPANIES.

No. 1242.

F. G. Airy, agent, order permitting to be filed supplement Official Classification No. 22, on less than statutory notice.

No. 1247.

Northern Express Company, order permitting reduced rates on butter between Bellingham and Nooksack, effective on less than statutory notice.

No. 1274.

Northern Express Company, order permitting reduced rates on fruit and vegetables shipped for canning, effective on less than statutory notice.

No. 1277.

Northern Express Company, order permitting reduced rates on strawberries between Tacoma and Puyallup and Sumner, effective on less than statutory notice.

No. 1289.

Northern Express Company and Great Northern Express Company. Order permitting reduced rates on ice cream containers, effective on less than statutory notice.

No. 1302.

F. G. Airy. Order permitting installation of rates on Great Northern extension north of Wenatchee to Oroville and Bluestem branch, in accordance with block and sub-block scale, effective on less than statutory notice.

No. 1412.

Northern Express Company. Order waiving long and short haul provision of statute on butter between Bellingham and Nooksack.

ORDERS RE RULES AND REGULATIONS RELATING TO ELECTRICAL CONSTRUCTION.

No. 1591.

**IN THE MATTER OF RULES AND REGULATIONS RELATING TO ELECTRICAL
CONSTRUCTION AND MAINTENANCE AND USE OF ELECTRIC WIRES, AP-
PARATUS AND APPLIANCES.**

Hearing held at Seattle, on November 3, 1913, after notice to all of the companies doing business in the state who would be affected by rules and regulations concerning electrical construction, etc. A committee appointed by the representatives of electrical companies present, conferred with the Commission, suggestions were made and considered and, after arguments had been presented, the hearing was concluded.

January 23, 1914, an order was entered amending and supplementing rules contained in Act of the Legislature of 1913, Chapter 130. Protests were received and further hearings were had at Olympia, April 6, 1914, and April 20, 1914, at Seattle. August 14, 1914, order was entered amending and supplementing the rules.

(Copies in pamphlet form of the law and rules as amended and supplemented will be furnished on application.)

APPLICATIONS FOR PERMISSION TO ESTABLISH GRADE CROSSINGS.

Following are brief statements of salient points involved in, and synopses of orders made in disposing of, applications for permission to establish grade crossings passed upon by the Commission during the year ending November 30, 1914.

No. 1560.

THE TOWN OF FERNDAL, *Petitioner*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of Great Northern Railway at intersection thereof by Somerset Avenue, in the Town of Ferndale.

At this point there are located one main track, one passing track and one industrial track. Practically all switching movements in Ferndale pass this point. Five passenger trains in each direction and one freight train in each direction pass through Ferndale daily, two of which passenger trains make no stop at Ferndale. The principal reason for establishing grade crossings at these tracks is to serve the convenience of children residing on the east side of the right-of-way and north of Somerset Avenue when going to and from the school building located on the opposite side of the right-of-way, the distance of travel to be decreased about 1,200 feet. The crossing at this time would be used but little at all for any other purpose. Nearly all, if not all, of the witnesses considered that a grade crossing at this place would be more or less dangerous, particularly to school children. An overcrossing or undercrossing is impracticable. The crossings desired would make it a little more convenient in the matter of distance for school children residing east of the railroad, and north of Somerset Avenue, but mere convenience should be given little weight when safety to human life is involved. Such convenience could not offset the dangers to which school children would be exposed in passing over said tracks. The Commission was of the opinion that it would be inconsistent and derelict in its duty in consenting to the establishment of a dangerous grade crossing, while engaged in eliminating existing dangerous grade crossings.

The application was denied and petition dismissed.

No. 1570.

CITY OF WALLA WALLA, *Petitioner*, v. OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, *Respondent*.

Application of City of Walla Walla for permission to establish grade crossing of Oregon-Washington Railroad & Navigation Company's tracks at intersection thereof by Elm Street extended in the City of Walla Walla.

At the point where Elm Street, if extended, would intersect and cross respondent's right-of-way in the city of Walla Walla respondent maintains a large sub-terminal for freight and passenger business, having at said point a main line and five sidetracks, all of which are used for switching purposes, day and night, said tracks being constantly used for the movement, transfer and storage of cars. South of the proposed crossings is located roadmaster's dwelling and office; a short distance north of proposed crossings is located a depot building, both of which buildings obstruct the view along main track and other tracks from points on the proposed extension of Elm Street, at which crossing view of such tracks is necessary to enable people using such crossings to avoid collisions with engines or cars. It is necessary for respondent to store cars on some of these tracks on either side of the proposed extension of Elm Street, which cars also obstruct necessary view of adjacent tracks; that all of the crossings of said tracks by proposed extension of Elm Street, if made at grade, would be extremely dangerous to pedestrians and other travelers using same.

Pine Street, located one block south of the proposed crossing parallels Elm Street and intersects the main line and south end of house track only, the house track connecting with the main line near the south line of Pine Street, thus preventing storage of cars south of Pine Street and leaving but one track on which cars might be stored near Pine Street north thereof. No buildings are located on the right-of-way within several hundred feet south of Pine street, or upon the terminal grounds north thereof, which obstructs the view so as to materially increase the danger which ordinarily attends the use of a grade crossing. Elm Street and Pine Street are connected by North Tenth Street, which parallels the main line of said railway, and is located about 150 feet east thereof. The west end of Pine Street is connected with Elm Street by North Eleventh Street, which is located parallel with said main line, and about 125 feet west thereof. North Tenth Street and North Eleventh Street are practically level, as is also Pine Street at and in the vicinity of its intersection by said railway line. Said streets afford a practical and feasible highway for pedestrians and others who would have occasion to use the proposed extension of Elm Street and proposed crossings of said main line and other tracks, and a more practical and feasible, and safer, crossing of railway line than could be constructed where the proposed extension of Elm Street intersects said main line and five other tracks. No serious inconvenience to the public will result from requiring highway

traffic which would use said Elm Street, if extended across said sub-terminal, to continue the use of Pine Street and such inconvenience as may result therefrom will be so limited that it will be incomparable with the danger attending the use of the grade crossings of six tracks petitioned for.

The Commission is charged with serious responsibility in cases of this character. Accidents at grade crossings resulting in loss of human life, or in permanent injuries, have occurred so frequently that public sentiment finally brought about the enactment of laws intended not only to prevent establishment of dangerous grade crossings, but to secure the elimination of existing dangerous grade crossings. The legislature during the session of 1913, appropriated \$25,000.00 to pay the expenses of the Commission and its employees, while engaged in the work of eliminating grade crossings and the Commission is engaged in investigating grade crossings and determining what grade crossings are sufficiently dangerous to justify the expense of elimination at this time.

The Commission is not aware of having passed upon a grade crossing which involves greater danger to life and limb, in proportion to the amount of highway traffic, than the danger which would be assumed by people using the grade crossing petitioned for in this proceeding. Danger of collisions at grade crossings where the view is obstructed by fixed obstacles is always imminent, but when a new situation is liable to exist at any time one has occasion to use a grade crossing the danger is multiplied many times over. Several of the tracks crossing the proposed extension of Elm Street are located parallel with each other and very close together. For the railway company to use these tracks for the purpose for which they were constructed and in the manner necessary to enable it to discharge its duties as a common carrier, without frequently permitting cars to stand on one or more of these tracks and very near the proposed highway, is impractical and not to be expected. This practice, necessary though it is, results in constantly changing conditions which affect the view of people using the crossings. These changing conditions are a source of great danger, much greater than comes from fixed objects which obstruct the view. To justify the Commission in allowing these crossings to be established some important consideration must be present, certainly something a great deal more important than the saving of a few hundred feet of travel by those whom the state seeks to protect against such dangerous crossings.

The Commission is unable to find from the evidence whether an over-crossing or under-crossing of the railway tracks by the proposed extension of Elm Street is practicable, for the reason that evidence was not submitted by either party to show the circumstances and conditions naturally involved in such an inquiry, particularly the cost of grade separation.

The application for permission to establish grade crossings referred to was denied, with permission to petitioner to file a supplemental petition alleging that an over-crossing or under-crossing is practicable, if upon further investigation petitioner desires to do so.

No. 1577.

CITY OF SEDRO WOOLLEY, *Petitioner*, v. GREAT NORTHERN RAILWAY COMPANY AND SEDRO WOOLLEY LAND COMPANY, *Respondents*.

Application for permission to establish grade crossing of Great Northern Railway by Sixth Street extending northerly from intersection with Warner Street through Block 34 of First Addition to Sedro, in Sedro Woolley.

The Commission found from the evidence that an undercrossing was impracticable because of inadequate drainage, and that an overcrossing would require approaches too steep for practical use, or an expenditure not justified by the amount and character of railway and highway travel and other conditions involved; that travelers on the proposed highway would have an unobstructed view for approximately a quarter of a mile along the railway track in either direction from proposed crossing, except where obstructed by brush growing along railway line.

The Commission consented to the establishment of crossing at grade, upon condition that crossing be constructed with standard level crown, approaches and planking, and that the brush growing along the railway line should be removed for a sufficient distance to provide an unobstructed view for a distance of a quarter of a mile along the railway in either direction from the crossing.

Order entered December 16, 1913.

No. 1578.

CITY OF SEDRO WOOLLEY, *Petitioner*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of Great Northern Railway by Central Avenue in the City of Sedro Woolley.

The Commission found from the evidence that an undercrossing was impracticable because of inadequate drainage; that an overcrossing was impracticable because the expense of constructing approaches suitable for traffic was not justified by highway and railway traffic and other conditions involved; that travelers on the highway would have a clear and unobstructed view along the railway in either direction from the proposed crossing for a distance of approximately a quarter of a mile.

The Commission consented to the establishment of crossing at grade, with standard level crown, approaches and planking.

Order entered December 16, 1913.

No. 1579.

CITY OF SEDRO WOOLLEY, *Petitioner*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of Northern Pacific Railway by Woodworth Street, in the City of Sedro Woolley.

The Commission found from the evidence that in order to open and extend Woodworth Street across respondent's right-of-way five grade crossings would be necessary, one of which would be located on the main line of said railway, others on side tracks used and necessary for storing cars, switching and other purposes; that a grade crossing of said railway tracks through said yards and terminal grounds was located at Ferry Street, 216 feet north of Woodworth Street, and north at State Street, 300 feet south of Woodworth Street; that the tracks which would be intersected by the proposed extension of Woodworth Street were used a great deal of the time for switching cars and car movements, which would make it dangerous to the public using grade crossings at said point; that there was no great necessity for a crossing at that point, as the public was served by the crossings at Ferry and State Streets, and that the proposed crossing would make three crossings within the yards and terminals of said railway within a distance of less than 600 feet; that the business center of Sedro Woolley was situated east of said railway tracks, and mainly on Metcalf Street, which parallels said tracks; that the proposed crossing would perhaps be more convenient for people residing about midway between Ferry and State Streets, west of said railway tracks, when going to and from the business center of the city, but that mere convenience to a part of the public could have but little weight when measured with the safety of the public in general. That where the danger which is ever present at a grade crossing is multiplied by the fact that such crossing intersects five tracks situated in the yards and terminal where cars are moved and switched, the Commission did not feel justified in consenting to such crossing, especially in view of legislation of 1913 relating to elimination of existing dangerous crossings. Application was denied.

Order entered January 21, 1914.

No. 1604.

PUGET SOUND AND WILLAPA HARBOR RAILWAY COMPANY, *Petitioner*, v. CITY OF RAYMOND, *Respondent*.

Application for permission to establish grade crossing of following streets in Raymond, Washington, viz., Ellis Street by side track, Water Street by side track, Fourth Street by side track, Eighth Street by main track, and Twelfth Street by main track of Puget Sound & Willapa Harbor Railway.

The Commission found from the evidence that the land at and in the vicinity of the intersection of each of said streets by said side

tracks and main track was practically level; that grade separations could be secured only by elevating either the track and side tracks of said railway, or said streets, which was impracticable because of the great expense involved and the small amount of highway and railway traffic existing at the time; that travelers on each of said streets would have a clear and unobstructed view for a distance of several hundred feet along said railway tracks in either direction from said streets.

The Commission consented to the establishment of grade crossings at each of said points, upon condition that such crossings should be constructed with standard level crowns, approaches and planking. The Commission reserved the right to at any time require the installation and maintenance at each and all of said crossings of such automatic alarm bells or other safety devices, or flagmen, as the public safety might from time to time require.

Order entered December 15, 1913.

No. 1622.

COMMISSIONERS OF CHELAN COUNTY, *Petitioners*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of Great Northern Railway by Euclid Avenue at a point on the line between southeast quarter of the southeast quarter of section 21 and the southwest quarter of the southwest quarter of section 22, township 23 north, range 20 east W. M.

The Commission found from the evidence that on November 24, 1911, the Public Service Commission of Washington entered an order in cause No. 381 consenting to the establishment of a grade crossing of said railway at a point on the line between sections 21 and 22, township 23 north, range 20, east W. M., and about 500 feet measured along the railway line southwest of the point at which petitioners desired permission to establish grade crossing, which consent was granted upon condition that the highway intersecting said railway at the point at which petitioners now seek permission to establish a grade crossing be changed so as to deflect said highway and cross said railway at the point described in said order of November 24, 1911; that after entry of said order said railway company graded a roadway on its right-of-way parallel with the railway track and on the northwesterly side thereof, connecting said Euclid Avenue with the county road located on the line between said sections 21 and 22, thereby diverting travel from said Euclid Avenue to the crossing consented to in said order of November 24, 1911; that said railway company had never deeded nor dedicated the right-of-way for the section of highway constructed by it on its right-of-way, and that said railway company made no offer to dedicate such right-of-way to the public in this proceeding, in consequence of which the right of the public to travel over the railway

company's right-of-way was not a matter of record; that the expense of constructing an overcrossing or undercrossing where said railway is intersected by Euclid Avenue would be more than the character and extent of traffic on the railway and highway would justify; that two fruit trees located westerly of said Euclid Avenue, and immediately adjacent to said railway right-of-way and on the southerly side thereof, obstructed the view of said railway line; that the owner of such trees had agreed to remove same as soon as grade crossing petitioned for should be opened for travel; that in other respects the view obtainable by travelers on the highway would be fair, and not materially different than that obtainable at the grade crossing consented to by the Commission in cause No. 381.

The Commission consented to the establishment of the grade crossing petitioned for, upon condition that such grade crossing be constructed with standard level crown, approaches and planking, and that said fruit trees should be removed so as to improve the view of the railway available to travelers on the highway.

In view of the probability that the bridge over the Wenatchee river, located at a point about three-quarters of a mile southwest of the crossing referred to, will be reconstructed and relocated, and that the location and construction of a highway along the northwesterly side of the railway line from the crossing consented to order in cause No. 381 to the next crossing located southwesterly therefrom, would divert all through travel and nearly all local travel from each of said crossings, the Commission recommended such new highway to the Board of County Commissioners and State Highway Board as a solution of the questions affecting the various grade crossings referred to, with the suggestion that such diversion of travel from the grade crossings referred to may ultimately be required by the Commission.

Order entered July 13, 1914.

No. 1632.

LITTLE ROCK LUMBER COMPANY, *Petitioner*, v. COMMISSIONERS OF THURSTON COUNTY, *Respondents*.

Application for permission to establish grade crossing of steam logging road of Little Rock Lumber Company by public highway known as Stafacker Road, in section 35, township 17 north, range 3 west W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable, for the reason that the amount and character of highway and railway traffic would not justify the expense thereof; that the view of said railway line by travelers upon said highway was clear and unobstructed for a distance of 600 feet in an easterly direction, and about 1,000 feet in a westerly direction; that there probably would not exceed four trains per day operated over said railway line between the hours of 7:00 o'clock A. M. and 6:00 o'clock

P. M.; that the speed of such trains would not exceed six miles per hour.

The Commission consented to the establishment of the crossing applied for, upon the condition that such crossing be constructed with standard level crown, approaches and planking.

Order entered March 30, 1914.

No. 1635.

TOWN OF WILKESON, *Petitioner*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of main track and side track of Northern Pacific Railway by a street extending south-erly from Church Street, at a point about eighty feet westerly from the railroad bridge crossing Gale Creek, in said town.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable. Travelers approaching the railway track would have an unobstructed view for a distance of about 300 feet when approaching from the north, and about 1,200 feet when approach-ing from the south.

The Commission consented to the establishment of crossing at grade, upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered February 5, 1914.

No. 1636.

GREAT NORTHERN RAILWAY COMPANY, *Petitioner*, v. COMMISSIONERS OF SNOHOMISH COUNTY, *Respondents*.

Application for permission to establish grade crossing of spur track by public highway near Pacific Coast Condensed Milk Company's plant, at Stanwood.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that the view was unobstructed, and that the movement of cars and trains upon said spur track would be few and slow.

The Commission consented to the establishment of crossing at grade, upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered January 22, 1914.

No. 1637.

NORTHERN PACIFIC RAILWAY COMPANY, *Petitioner*, v. COMMISSIONERS OF YAKIMA COUNTY, *Respondents*.

Application for permission to establish grade crossing of industry track by public highway in Naches City, an unincorporated town, at a

point in the northeast quarter of the southeast quarter of section 4, township 14 north, range 17 east W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that the highway at said point was very little traveled; that such industry track would be used only for switching cars to and from the warehouse of the Horticultural Union, the movements being slow; that the view of travelers would be clear and unobstructed for a distance of about 300 feet, the full length of the track in an easterly direction, and for a distance of about 400 feet in a westerly direction.

The Commission consented to the establishment of crossing at grade, upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered March 9, 1914.

No. 1643.

NORTHERN PACIFIC RAILWAY COMPANY, *Petitioner*, v. CITY OF SEDRO WOOLLEY, *Respondent*.

Application for permission to establish grade crossing of industry track of Northern Pacific Railway by State Street, in the City of Sedro Woolley.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that said street was intersected by main track and other tracks of said railway company at which grade crossing had been established for some time, and that grade crossing should be allowed for said industry track.

The Commission consented to the establishment of crossing at grade, upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered February 5, 1914.

No. 1645.

NORTHERN PACIFIC RAILWAY COMPANY, *Petitioner*, v. COMMISSIONERS OF PIERCE COUNTY, *Respondents*.

Application for permission to establish grade crossing of spur track, extending from main line in the northeast quarter of the northwest quarter of section 12, township 19 north, range 2 east W. M. to certain gravel bunkers, by Tacoma-Olympia Highway, at a point near the southwest corner of the northeast quarter of the northeast quarter of said section 12.

The Commission found that an overcrossing or undercrossing was impracticable; that travelers would have an unobstructed view of such spur track for a long distance in either direction from said highway; that movements of cars or trains upon said spur track would be few

and slow, and would not materially increase danger to travelers on the highway; that said Tacoma-Olympia road is a state highway; that the State Highway Commissioner was given due notice of said application, and of hearing thereon, and in response thereto advised the Commission that no objections to allowance of crossing at grade existed.

The Commission consented to the establishment of crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered January 16, 1914.

No. 1651.

COMMISSIONERS OF GRANT COUNTY, *Petitioners*, v. CONNELL NORTHERN RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of Connell Northern Railway by county road No. 782, located along the line between sections 24 and 25, township 22 north, range 27 east W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of 800 feet along said railway in either direction from said highway.

The Commission consented to the establishment of crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered February 7, 1914.

No. 1652.

EMERY & NELSON, INC., *Petitioners*, v. COMMISSIONERS OF LEWIS COUNTY, *Respondents*.

Application for permission to establish grade crossing of steam logging road by public highway known as "Pacific Highway," in section 9, township 12 north, range 1 west W. M.

The Commission found from the evidence that an undercrossing or overcrossing was impracticable; that travelers would have an unobstructed view of the railway for a distance of at least 500 feet in either direction from the highway; that not to exceed four trains per day would be operated over said railway line, which said trains would be operated between the hours of 7:00 A. M. and 6:00 P. M.; that the speed of such trains would not exceed ten miles per hour; that the Pacific Highway is a state highway; that the State Highway Commissioner was duly served with citation and copy of petition and had interposed no objections to the establishment of such crossing.

The Commission consented to the establishment of crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered February 5, 1914.

No. 1657.

NORTHERN PACIFIC RAILWAY COMPANY, *Petitioner*, v. COMMISSIONERS OF WALLA WALLA COUNTY, *Respondents*.

Application for permission to establish grade crossing of spur track by Main Street, in the town of Burbank (unincorporated).

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers upon said street would have a clear and unobstructed view for a distance of approximately one mile along said spur track and the main track in either direction from said street, and that the movement of engines and cars upon such spur track would be few and slow, and would not materially increase the danger to travelers using such crossing.

The Commission consented to the establishment of crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered May 28, 1914.

No. 1661.

NORTHERN PACIFIC RAILWAY COMPANY, *Petitioner*, v. CITY OF SEDRO WOOLLEY, *Respondent*.

Application for permission to establish grade crossing of spur track by Third Street, in the City of Sedro Woolley.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view of approximately 800 feet along said spur track in a westerly direction and to the end of said track in an easterly direction from proposed crossing.

The Commission consented to the establishment of crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered March 9, 1914.

No. 1662

COMMISSIONERS OF GRANT COUNTY, *Petitioners*, v. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of Chicago, Milwaukee & St. Paul Railway by Jericho Road No. 743, section 33, township 16 north, range 24 east W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of 800 feet along said railway track in a westerly direction from the proposed crossing.

The Commission consented to the establishment of crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered February 27, 1914.

No. 1666.

LINDSTROM-HANFORTH LUMBER COMPANY, *Petitioner*, v. COMMISSIONERS OF THURSTON COUNTY, *Respondents*.

Application for permission to establish grade crossing of steam logging road by public highway in section 16, township 16 north, range 1 east, W. M.

The Commission found from the evidence that an undercrossing or overcrossing was impracticable; that not to exceed twelve trains per day would be operated over said logging road between the hours of 6:00 A. M. and 7:00 P. M.; that the speed of such trains would not exceed twelve miles per hour; that the travel upon said highway considered of about six or eight teams per day; that by the removal of brush on either side of said railway track a clear and unobstructed view of said railway could be obtained for a distance of about 400 feet in an easterly direction and about 500 feet in a westerly direction.

The Commission consented to the establishment of crossing at grade, upon condition that such crossing should be constructed with standard level crown, approaches and planking, and that petitioner cause brush on either side of said railway line to be removed so as to provide a clear view of said railway line along either side thereof for distance of 400 feet in an easterly direction and 500 feet in a westerly direction from said highway.

Order entered March 9, 1914.

No. 1667.

TOWN OF TENINO, *Petitioner*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Application for permission to construct grade crossing of Northern Pacific Railway by Reynolds Street, in the Town of Tenino.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of about 1,000 feet along said railway in either direction from said highway.

The Commission consented to the establishment of crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered March 10, 1914.

No. 1668.

THREE LAKES LUMBER COMPANY, *Petitioner*, v. COMMISSIONERS OF SNOHOMISH COUNTY, *Respondents*.

Application for permission to establish grade crossing of steam logging road by public highway in the southeast quarter of the northeast quarter of section 25, township 29 north, range 6 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of about 600 feet in either direction from proposed crossing; that travel upon said highway was very light; that travel on said logging road at the point of intersection by said highway would be conducted at a low rate of speed, and that not more than three trains per day in each direction would be operated, such trains consisting of six cars each; that said railway line approached said crossing from the north with a descending grade toward said crossing of approximately 3% from a point about 400 feet north of said crossing to within about 150 feet thereof; that trains approaching said crossing from the north should be required to make a complete stop about 400 feet north of said crossing at the point where the track is nearly level for a distance of about 200 feet in order that such trains should be under control when approaching such crossing and descending said 3% grade.

The Commission consented to the establishment of crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking, and that all trains approaching said crossing from the north be, and such trains were by such order, required to make a complete stop when the head ends of such trains are approximately 400 feet north of said crossing.

Order entered March 10, 1914.

No. 1673.

MAYTOWN LUMBER COMPANY, *Petitioner*, v. COMMISSIONERS OF THURSTON COUNTY, *Respondents*.

Application for permission to establish grade crossing of steam logging road by public highway known as the Englund Road in the southwest quarter of the southeast quarter of section 9, township 16 north, range 2 west, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that heavy brush, mostly tree tops from logging operations, obstructed the view of said railway line, which brush could be removed at a reasonable cost and a clear and unobstructed view be provided for a distance of 400 feet on the south side and 300 feet on the north side of proposed crossing; that travel upon said highway was very light; that there would not be to exceed ten trains per day operated over said railway line, which

trains would be operated between the hours of 7:00 A. M. and 6:00 P. M., and that the speed of such trains would not exceed from six to ten miles per hour.

The Commission consented to the establishment of a crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking, and that petitioner before operating trains over said crossing cause the brush referred to to be removed so as to provide a clear and unobstructed view for a distance of 400 feet in a southerly direction along said railway from said highway, and 300 feet in a northerly direction along said highway from said highway, and that the speed of all trains and light engines be reduced to not over six miles per hour at a distance of 300 feet either side of said crossing.

Order entered March 10, 1914.

No. 1675.

BLACK LAKE LUMBER COMPANY, *Petitioner*, v. COMMISSIONERS OF THURSTON COUNTY, *Respondents*.

Application for permission to establish grade crossing of steam logging road by public highway known as the "Trosper Road," in section 32, township 18 north, range 2 west, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that the view of said railway line was obstructed by brush upon all of the four corners formed by the intersection of said railway by said highway; that such brush could be removed and a clear and unobstructed view of said railway line obtained for a distance of 300 feet in either direction, and a view of 500 feet could be secured for enginemen operating trains on said railway in either direction from the proposed crossing; that trains operated on said railway consisting of two freight cars and one engine made four trips daily and operated at a speed of eight to ten miles per hour.

The Commission consented to the establishment of a crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking, and that the brush which obstructed the view should be removed so as to provide a clear and unobstructed view for a distance of at least 300 feet from the railway line on either side of said highway.

Order entered March 30, 1914.

No. 1680.

COMMISSIONERS OF WHATCOM COUNTY, *Petitioners*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of Great Northern Railway by public highway known as Road No. 487, in section 8, township 40 north, range 1 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view of trains approaching upon said railway for at least a quarter of a mile in either direction from said highway.

The Commission consented to the establishment of crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered April 8, 1914.

No. 1681.

NATIONAL LUMBER & MANUFACTURING COMPANY, *Petitioner*, v COMMISSIONERS OF CHEHALIS COUNTY, *Respondents*.

Application for permission to establish grade crossing of steam logging road by public highway in section 22, township 16 north, range 5 west, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travel upon said highway was very light; that travelers would have a clear and unobstructed view for a distance of approximately 1,000 feet along the railway in either direction from said highway.

The Commission consented to the establishment of crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered March 30, 1914.

No. 1682.

MACK LOGGING & TIMBER COMPANY, *Petitioner*, v. COMMISSIONERS OF KING COUNTY, *Respondents*.

Crossing No. 1.

Application for permission to establish grade crossing of steam logging road by public highway on the west line of section 4, township 21 north, range 4 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that said steam logging road would be constructed with a 5 per cent grade west from the highway for a distance of 200 feet, thence practically level east from the highway; that said railway crosses the highway on a curve and at an angle of about 45 degrees; the highway was constructed upon an ascending grade of about 7 per cent south from the track for a distance of about 500 feet, and on a descending grade north from the track for a distance of about 500 feet; that the view was obstructed west of the highway and on the south side of the tracks by small trees, and an embankment four feet above the track; the view east of the highway was clear for upwards of 300 feet along the track.

The Commission consented to the establishment of crossing at grade upon condition that crossing be constructed with a level crown extending at least 25 feet on either side of said railway track; that the approaches to said level crown should not exceed 9 per cent grade; that said crossing should be planked between the rails and for one foot on the outside of either side thereof for the full width of the traveled highway; that the small trees and brush and embankment which obstructed the view should be removed so as to provide a clear and unobstructed view of the railway track for a distance of at least 200 feet in either direction from said crossing for travelers when within 25 feet from the crossing on the north side of the railway track; that the brush and small trees which obstructed the view should be removed so as to provide a clear and unobstructed view of the railway track for a distance of at least 200 feet in either direction from said crossing for travelers when at points within 75 feet of the railway track on the south side thereof, and to provide a clear and unobstructed view of the highway at all points between a point 25 feet north thereof and 75 feet south thereof, from engines on the railway track for a distance of at least 200 feet along the railway track in either direction from said crossing; that petitioner erect and maintain whistle posts 500 feet either side of said crossing, and require all enginemen to sound the engine whistle on all light engines and trains over said railway at the intersection of said highway, and that all light engines or trains approaching said crossing should be flagged over said crossing.

Crossing No. 2.

Application for permission to establish grade crossing of steam logging road by public highway on the south line of section 4, township 21 north, range 4 east, W. M.

The Commission found from the evidence that overcrossing or undercrossing was impracticable; that said steam logging road was constructed on approximately level grade at and near said intersection; that the highway, as constructed, was approximately level for a distance of about 75 feet west from the railway, thence with an ascending grade of about 5 per cent for a distance of about 200 feet; that said highway as constructed was approximately level for a distance of about 75 feet east from the railway, thence with a descending grade of 7 per cent for a distance of about 300 feet; that the view was obstructed by trees and brush.

The Commission consented to the establishment of crossing at grade, upon condition that such crossing should be constructed with standard level crown, approaches and planking, and that the brush and small trees which obstructed the view should be removed so as to provide a clear and unobstructed view of the railway track for a distance of at least 200 feet in either direction from the crossing for travelers when at points on the highway within 25 feet on either side of the railway track; that petitioner erect and maintain whistle posts 500 feet either

side of said crossing and require all enginemen to sound the engine whistle on all light engines or trains when opposite such whistle posts and approaching said crossing, such removal of brush and erection of whistle posts should be completed prior to the operation of engines or trains over said railway at the intersection of said highway, and that all light engines and trains approaching such crossing should be flagged over said crossing.

Order entered April 13, 1914.

No. 1684.

COMMISSIONERS OF THURSTON COUNTY, *Petitioners*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondents*.

Application for permission to establish grade crossing of Northern Pacific Railway by public highway, in the northeast quarter of the northwest quarter of section 19, township 18 north, range 1 west, W.M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that the travel upon the highway was very light; that travelers would have a clear and unobstructed view for some distance along the railway on either side of the highway; that for a short distance on either side of the railway the highway is located in a cut and the view from that portion of the highway located in the cut would be obstructed; that north of the railway track and west of the highway the view would be partially obstructed by small trees and brush which should be removed for at least 100 feet from the railway track northerly and at least 75 feet from the highway, westerly; although the location for grade crossing was not ideal, the Commission found that in view of the extremely limited amount of travel upon the highway and the distance along the railway line in either direction from the highway to which travelers could see, before entering the cut in which the approaches to the crossing would be located, the expense of an overcrossing or undercrossing was not justified and a crossing at grade should be allowed.

The Commission consented to the establishment of a crossing at grade upon condition that such crossing be constructed with standard level crown, approaches and planking, and that the trees and brush on the north side of the railway and west of the highway should be cut and removed for a distance of at least 100 feet northerly from the railway tracks and 75 feet westerly from the highway.

Order entered April 23, 1914.

No. 1685.

NORTHERN PACIFIC RAILWAY COMPANY, *Petitioner*, v. COMMISSIONERS OF LEWIS COUNTY, *Respondents*.

Application for permission to establish grade crossing of public highway by spur tracks at Littell, unincorporated, located in the southeast quarter of the southwest quarter of section 3, township 13 north, range 3 west, W. M.

The Commission found from the evidence that an undercrossing or overcrossing was impracticable; that car or train movements over said spur tracks would be few and slow and would not materially increase the danger to persons using the grade crossing; that travelers would have a clear and unobstructed view for a distance of 600 feet in either direction from the grade crossing.

The Commission consented to the establishment of grade crossing of the spur track mentioned upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered April 27, 1914.

No. 1686.

COMMISSIONERS OF ADAMS COUNTY, *Petitioner*, v. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of Chicago, Milwaukee & St. Paul Railway by public highway known as Durry Road No. 187, in the southeast quarter of section 33, township 18 north, range 36 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view of the railroad line for nearly a mile in either direction from the proposed crossing.

The Commission consented to the establishment of a crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered April 22, 1914.

No. 1688.

COMMISSIONERS OF PIERCE COUNTY, *Petitioners*, v. NORTHERN PACIFIC RAILWAY COMPANY AND TACOMA RAILWAY & POWER COMPANY, *Respondents*.

Application for permission to establish grade crossing of Northern Pacific Railway and Tacoma Railway & Power Company's main line by public highway known as the Nyanza county road in the southeast quarter of the northeast quarter of section 15, township 19 north, range 2 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view of the railway tracks of both of said lines for a distance of upwards of 400 feet in either direction from said highway.

Application for permission to establish grade crossing of Northern Pacific Railway and Tacoma Railway & Power Company's main line in the southwest quarter of the southwest quarter of section 15, township 19 north, range 2 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view of the railway tracks of both of said lines for a distance of upwards of 400 feet in either direction from said highway.

The Commission also found that a grade crossing of the main line and passing track of the Northern Pacific Railway and of main line of the Tacoma Railway & Power Company, then located at a point about 1,000 feet northeast of the last described proposed grade crossing would be rendered unnecessary by the establishment of the proposed grade crossing and should be abandoned; that the existing grade crossing of the main lines of the Tacoma Railway & Power Company and the Northern Pacific Railway Company, located in the southwest quarter of the northeast quarter of said section 15, would be rendered unnecessary by the establishment of the proposed crossing and should be abandoned.

The Commission consented to the establishment of the proposed crossing described, upon condition that such crossing should be constructed with standard level crown, approaches and planking and that the said existing grade crossing should be abandoned and closed upon the opening and establishment of grade crossing consented to by the Commission.

Order entered June 29, 1914.

No. 1689.

DEER PARK LUMBER COMPANY, *Petitioner*, v. COMMISSIONERS OF SPOKANE COUNTY, *Respondents*.

Application for permission to establish grade crossing of steam logging road by public highway located on the line between sections 3 and 10, township 39 north, range 42 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of about 600 feet along the railway, south of the highway and about 1,000 feet along the railway, north of the highway and that trains were operated at a slow rate of speed.

The Commission consented to the establishment of a crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered April 30, 1914.

No. 1690.

EMERY AND NELSON, INC., *Petitioners*, v. COMMISSIONERS OF LEWIS COUNTY, *Respondents*.

Application for permission to establish grade crossing of steam logging road by public highway known as the Military road, about one-half mile east of Napavine and in section 35, township 13 north, range 2 west, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of 500 feet along the railroad in either direction from the highway; that not to exceed five trains per day would be operated over said railroad line, which trains would be operated between the hours of 7:00 A. M. and 6:00 P. M.; that the speed of such trains would not exceed 10 miles per hour; that the grade of said railroad, for a distance of 1,000 feet, in either direction from proposed crossing, would be practically level.

The Commission consented to the establishment of a crossing at grade upon condition that such crossing should be constructed with a standard level crown, approaches and planking.

Order entered April 22, 1914.

No. 1697.

TOWN OF TENINO, *Petitioner*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Application for permission to establish temporary grade crossing of the Northern Pacific Railway by Ninth street in the Town of Tenino.

The Commission found from the evidence that the existing crossing of the railroad in the Town of Tenino was obstructed by paving operations in progress on the street on which such crossing was located; that such operations would continue for nearly 30 days; that at the Ninth street intersection of said railroad a suitable grade crossing could be provided and that a temporary permit should be granted.

The Commission consented to the establishment of a grade crossing of said railroad by Ninth street, and the maintenance thereof, for a period of 30 days, from April 16, 1914, upon condition that such crossing should be constructed with standard approaches and planking.

Order entered April 16, 1914.

No. 1698.

SUPERVISORS OF VAN WYCK TOWNSHIP, WHATCOM COUNTY, *Petitioners*, v. BELLINGHAM & NORTHERN RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of the Bellingham Northern Railway by Donovan street in Van Wyck, located in the southeast quarter of section 9, township 38 north, range 3 east, W. M.

The Commission found from the evidence that an undercrossing or overcrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of 1,500 feet or more, along the railroad in either direction from the highway.

The commission consented to the establishment of crossing at grade, upon condition that such crossing be constructed with standard level crown, approaches and planking.

Order entered April 30, 1914.

No. 1701.

COMMISSIONERS OF KING COUNTY, *Petitioners*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of Great Northern Railway by public highway in section 12, township 26 north, range 10 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of upwards of 1,000 feet along the railroad in either direction from the highway.

The Commission consented to the establishment of grade crossing upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered May 8, 1914.

No. 1702.

COMMISSIONERS OF KING COUNTY, *Petitioners*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of the Great Northern Railway by public highway in section 21, township 26 north, range 11 east, W. M.

The Commission found from the evidence that an undercrossing or overcrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of upwards of 1,000 feet along the railroad, easterly from the highway and approximately one mile westerly from the highway.

The Commission consented to the establishment of crossing at grade upon condition that such crossing be constructed with standard level crown, approaches and planking.

Order entered May 19, 1914.

No. 1706.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Petitioner*, v COMMISSIONERS OF SNOHOMISH COUNTY, *Respondents*.

Application for permission to establish grade crossing of Chicago, Milwaukee & St. Paul Railway by public highway, located on line between sections 35 and 36, township 28 north, range 6 east, W. M.

The Commission found from the evidence that an undercrossing or overcrossing was impracticable; that travel on the highway was light; that travelers would have a clear and unobstructed view for upwards of one quarter mile along the railroad in either direction from the highway.

Application for permission to establish grade crossing of spur track of Chicago, Milwaukee & St. Paul Railway by Third street of Division "A," plat of Lowell, located in section 32, township 29 north, range 5 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of upwards of 300 feet along said spur track, in either direction from the highway; that train movements on said spur track would necessarily be slow.

The Commission consented to the establishment of both of the grade crossings referred to upon condition that such crossings should be constructed with standard level crown, approaches and planking.

Order entered May 18, 1914.

No. 1708.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Petitioner*, v. COMMISSIONERS OF CHEHALIS COUNTY, *Respondents*.

Application for permission to establish grade crossing of spur track of Chicago, Milwaukee & St. Paul Railway by public highway in section 22, township 16 north, range 5 west, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of approximately 2,500 feet along said spur track, westerly from the highway and approximately 1,000 feet easterly from the highway.

The Commission consented to the establishment of crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered May 19, 1914.

The Commission found from the evidence that an undercrossing or overcrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of 1,500 feet or more, along the railroad in either direction from the highway.

The commission consented to the establishment of crossing at grade, upon condition that such crossing be constructed with standard level crown, approaches and planking.

Order entered April 30, 1914.

No. 1701.

COMMISSIONERS OF KING COUNTY, *Petitioners*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of Great Northern Railway by public highway in section 12, township 26 north, range 10 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of upwards of 1,000 feet along the railroad in either direction from the highway.

The Commission consented to the establishment of grade crossing upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered May 8, 1914.

No. 1702.

COMMISSIONERS OF KING COUNTY, *Petitioners*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of the Great Northern Railway by public highway in section 21, township 26 north, range 11 east, W. M.

The Commission found from the evidence that an undercrossing or overcrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of upwards of 1,000 feet along the railroad, easterly from the highway and approximately one mile westerly from the highway.

The Commission consented to the establishment of crossing at grade upon condition that such crossing be constructed with standard level crown, approaches and planking.

Order entered May 19, 1914.

No. 1706.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Petitioner*, v COMMISSIONERS OF SNOHOMISH COUNTY, *Respondents*.

Application for permission to establish grade crossing of Chicago, Milwaukee & St. Paul Railway by public highway, located on line between sections 35 and 36, township 28 north, range 6 east, W. M.

The Commission found from the evidence that an undercrossing or overcrossing was impracticable; that travel on the highway was light; that travelers would have a clear and unobstructed view for upwards of one quarter mile along the railroad in either direction from the highway.

Application for permission to establish grade crossing of spur track of Chicago, Milwaukee & St. Paul Railway by Third street of Division "A," plat of Lowell, located in section 32, township 29 north, range 5 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of upwards of 300 feet along said spur track, in either direction from the highway; that train movements on said spur track would necessarily be slow.

The Commission consented to the establishment of both of the grade crossings referred to upon condition that such crossings should be constructed with standard level crown, approaches and planking.

Order entered May 18, 1914.

No. 1708.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Petitioner*, v. COMMISSIONERS OF CHEHALIS COUNTY, *Respondents*.

Application for permission to establish grade crossing of spur track of Chicago, Milwaukee & St. Paul Railway by public highway in section 22, township 16 north, range 5 west, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of approximately 2,500 feet along said spur track, westerly from the highway and approximately 1,000 feet easterly from the highway.

The Commission consented to the establishment of crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered May 19, 1914.

No. 1710.

BROWN'S BAY LOGGING COMPANY, *Petitioner*, v. PACIFIC NORTHWEST TRACTION COMPANY, *Respondent*.

Application for permission to establish grade crossing of main line of Brown's Bay Logging Company in section 2, township 27 north, range 4 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that enginemen or motormen operating engines, motors or trains on said Seattle and Everett Interurban Railway would have a clear and unobstructed view for a distance of approximately 5,000 feet along said logging road in either direction from said Seattle and Everett Interurban Railway; that enginemen operating engines or trains on said steam logging road, would have a clear and unobstructed view for a distance of approximately one mile along said interurban railway in a northwesterly direction from said crossing; that by the removal of brush and trees, a clear and unobstructed view could be obtained for a distance of upwards of 500 feet along said interurban railway, southwesterly from said intersection.

The Commission consented to the establishment of a crossing at grade upon condition that brush and trees be cut and removed so as to provide and maintain a clear and unobstructed view for a distance of at least 500 feet along said interurban track in either direction from said crossing and along said logging road in either direction from said interurban track.

Order entered May 20, 1914.

No. 1711.

POLSON LOGGING COMPANY, *Petitioner*, v. COMMISSIONERS OF CHEHALIS COUNTY, *Respondent*.

Application for permission to establish grade crossing of steam logging road by public highway in section 4, township 20 north, range 10 west, W. M.

The Commission found from the evidence that an undercrossing or overcrossing was impracticable; that travelers would have a clear and unobstructed view for a long distance in either direction from said crossing.

The Commission consented to the establishment of crossing at grade upon condition that such crossing be constructed with standard level crown, approaches and planking.

Order entered July 20, 1914.

No. 1712.

NORTH YAKIMA & VALLEY RAILWAY COMPANY, *Petitioner*, v. COMMISSIONERS OF YAKIMA COUNTY, *Respondents*.

Application for permission to establish grade crossing of loading track by public highway located on the line between the northeast quarter of the southeast quarter of section 31, township 14 north, range 18 east, W. M.; also by a highway located on the line between the southeast quarter of section 31 and the southwest quarter of section 32, township 14 north, range 18 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing at either of said points was impracticable; that travel upon said highways was very limited; that travelers would have a clear and unobstructed view of said loading track for a distance of approximately one mile in either direction along said track from each of said crossings.

The Commission consented to the establishment of said grade crossings upon condition that such crossings should be constructed with standard level crowns, approaches and planking.

Order entered June 3, 1914.

No. 1714.

NORTHERN PACIFIC RAILWAY COMPANY, *Petitioner*, v. TOWN OF MABTON, *Respondent*.

Application for permission to establish grade crossing of loading track of Northern Pacific Railway by Reservation street in the town of Mabton.

The Commission found from the evidence that an undercrossing or overcrossing was impracticable; that travelers would have a clear and unobstructed view along said main and loading track for a distance of 500 feet southerly from said crossing and about 1,000 feet northerly therefrom; that train movements on said loading track would necessarily be slow.

The Commission consented to the establishment of grade crossing upon condition that said crossing be constructed with standard level crown, approaches and planking.

Order entered May 28, 1914.

No. 1717.

COMMISSIONERS OF WHATCOM COUNTY, *Petitioners*, v. BELLINGHAM & NORTHERN RAILROAD COMPANY, *Respondent*.

Application for permission to establish grade crossing of Bellingham & Northern Railroad by public highway known as Road No. 516, located on the east line of the northeast quarter of the northeast quarter of section 24, township 40 north, range 3 east, W. M.

The Commission found from the evidence that an undercrossing or overcrossing was impracticable; that there was but a moderate amount of travel on said highway; that travelers would have a clear and unobstructed view for a distance of several hundred feet in either direction along said railroad from the proposed crossing; that enginemen and trainmen operating engines or trains on said railroad would have a clear and unobstructed view of the proposed crossing for a distance of at least 1,000 feet along the railroad in either direction from said crossing.

The Commission consented to the establishment of a crossing at grade upon condition that such crossing be constructed with standard level crown, approaches and planking.

Order entered June 8, 1914.

No. 1719.

NORTHERN PACIFIC RAILWAY COMPANY, *Petitioner*, v. CITY OF WAITSBURG, *Respondent*.

Application for permission to establish grade crossing of spur track of Northern Pacific Railway by public highway in the City of Waitsburg, located on the north and south center line of section 11, township 9 north, range 37 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of 300 feet and upwards, along said spur track in either direction from said highway; that the movement of trains and cars upon said spur track would necessarily be slow.

The Commission consented to the establishment of a crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered June 24, 1914.

No. 1720.

COMMISSIONERS OF THE CITY OF WALLA WALLA, *Petitioners*, v. WALLA WALLA RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of Walla Walla Valley Railway by public highway in the City of Walla Walla in the northeast quarter of the northwest quarter of section 30, township 7 north, range 36 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of approximately 400 yards along said railway in either direction from the proposed crossing.

The Commission consented to the establishment of a crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered October 17, 1914.

No. 1721.

COMMISSIONERS OF WALLA WALLA COUNTY, *Petitioners*, v. OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, *Respondent*.

Application for permission to establish grade crossing of Oregon-Washington Railroad & Navigation Company's line by public highway in the northwest quarter of section 30, township 7 north, range 36 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers upon the highway would have a clear and unobstructed view for a distance of at least one-quarter of a mile along the railroad in either direction from the highway.

The Commission consented to the establishment of a crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered October 17, 1914.

No. 1724.

WAGNER & WILSON, INC., *Petitioner*, v. COMMISSIONERS OF SNOHOMISH COUNTY, *Respondents*.

Application for permission to establish grade crossing of steam logging road by public highway in the northeast quarter of the northeast quarter of section 21, township 28 north, range 7 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that the highway was located on a hillside having a grade of from 13 per cent to 15 per cent on either side of the railroad; that the grade of the railroad was about 4 per cent on either side of the highway; that travelers would have a clear and unobstructed view for a distance of 500 feet, or upwards, along the railroad in either direction from the highway.

The Commission consented to the establishment and maintenance of grade crossing for a period of six months from July 17, 1914, upon condition that such crossing be constructed with level crown extending at least 25 feet on either side of the railroad; that the approaches to such level crown should not exceed 15 per cent grade; that the railroad track be planked between the rails and for one foot on the outside of either side thereof for the full width of the traveled highway; that all engines, cars and trains approaching said crossing on the descending grade, should be brought to a full stop within 400 feet of the crossing and that such trains should be flagged across the highway.

Order entered July 17, 1914.

That petitioner's railway line intersects said South Bend-Chehalis line of the Northern Pacific Railway in section 1, township 13 north, range 5 west, W. M.; that the view of each of said railway lines approaching said crossing would be unobstructed for more than 4,000 feet in each direction, except the approach to said crossing on the Northern Pacific Railway line from the northeast, from which direction an unobstructed view of upwards of 1,000 feet would be available; that the land at, and in all directions from proposed point of crossing was level, except as broken by the bed of the Chehalis River; that the elevation of said tracks was but little above the level of high water of the Chehalis River; that it was impracticable to depress the level of either of said roads; that grade separation of said roads at point of intersection would cost approximately \$358,000.00 in excess of cost of constructing grade crossing.

That such separation of grades would render it impracticable for petitioner's railway to serve any of the industries or citizens of the town of Dryad; that the Northern Pacific Railway Company was operating two passenger trains and one regular freight train each way daily over said South Bend-Chehalis line; that it would probably be required in the future to operate an additional freight or logging train each way daily; that petitioner expected to operate over its railway, when completed, two passenger trains and one freight train each way daily.

That the Northern Pacific Railway Company owns and operates an industrial spur track extending from connection with its South Bend-Chehalis railway to a saw mill operated by the Doty Lumber & Shingle Company; that petitioner's railway intersects said industry spur at a point in the southwest quarter of section 2, township 13 north, range 5 west, W. M.; that petitioner and the Northern Pacific Railway Company were intending to use said spur track jointly for the purpose of serving said Doty Lumber & Shingle Company's plant, which was the only industry of importance then located at said place; that grade separation of said tracks would render it impracticable to make joint use of said spur; that the surface of the ground at and for a long distance in each direction from point of proposed crossing was level and view unobstructed except by certain buildings.

That petitioner's railway intersects an industrial spur to-wit South Bend-Chehalis Railway in section 1, township 13 north, range 5 west, W. M.; that conditions affecting said tracks at said point are practically the same as those affecting spur track of said Doty Lumber & Shingle Company.

That petitioner's railway intersects a logging railway constructed and operated by the firm of Luedinghaus Brothers; that said logging railway was used only for hauling logs to saw mill plant of Luedinghaus Brothers.

That separation of grades at the intersection of petitioner's railway and either or all of said railway tracks and said Northern Pacific Railway, was impracticable; that the installation and maintenance of an

interlocking device at said crossing in the Northeast quarter of section 1, township 13 north, range 3 west, W. M., and of a similar device at said crossing in section 1, township 13 north, range 5 west, W. M., would provide adequate protection for public travel over the railway lines described herein.

The Commission consented to the establishment and maintenance of crossing at grade at each of the intersections described, upon condition that an interlocking device be installed and maintained at both of the crossings of the main line of said Northern Pacific Railway by petitioner's railway, such devices to be installed as soon as practicable and within four months from date of order. Petitioner and said Northern Pacific Railway Company were instructed and directed to agree upon and submit to the Commission for its approval, plans and specifications for such interlocking plants. It was ordered that in the event said railway companies should be unable to agree as to the apportionment of cost and expense of constructing said crossings, including installation, maintenance and operation of said interlocking plants, said parties should file a further petition herein for the proper apportionment of such cost and expense.

Order entered October 30, 1914.

No. 1744.

OLYMPIA TERMINAL RAILWAY COMPANY, *Petitioner*, v. COMMISSIONERS OF THURSTON COUNTY AND CITY OF OLYMPIA, *Respondents*.

Application for permission to establish grade crossing of petitioner's railway line between Chambers Prairie and Olympia by public highway at or near the center of section 6, township 17 north, range 1 west, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a sufficient distance along the railway line in either direction from the proposed crossing to render a grade crossing at such point reasonably safe.

Application for permission to establish grade crossing of Olympia Terminal Railway by Union street in the City of Olympia.

The Commission found from the evidence that an undercrossing or overcrossing was impracticable; that the proposed crossing would be located within the city limits of Olympia, where speed and other city regulations of train movements apply.

The Commission consented to the establishment of crossing at grade, upon condition that crossing be constructed with standard level crown, approaches and planking.

Application for permission to establish grade crossing of Olympia Terminal Railway by Seventh Street in or near Jefferson Street; by Seventh Street in or near Chestnut Street; by Eighth Street between

Cherry Street and Jefferson Street; by Eighth Street in or near Cherry Street; by Sixth Street in or near Chestnut Street.

The Commission found from the evidence that separation of grades at either of the points mentioned was impracticable; that all of said crossings were located within the limits of the City of Olympia, where speed and other regulations of train movements apply.

The Commission consented to the establishment of crossings at grade, upon condition that all of such crossings be constructed with standard level crowns, approaches and planking.

Order entered September 21, 1914.

No. 1745.

WALLA WALLA VALLEY RAILROAD COMPANY, *Petitioner*, v. CITY OF WALLA WALLA, *Respondent*.

Application for permission to establish grade crossing of industrial spur track of Walla Walla Valley Railroad by alley between Main Street and Rose Street in the City of Walla Walla.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that said alley had no outlet except on Tenth Street, being a blind alley, for which reason there was practically no travel on said alley; that the movement of cars and trains upon said spur track would necessarily be slow and under control.

The Commission consented to the establishment of crossing at grade, upon condition that crossing be constructed with standard level crown, approaches and planking.

Order entered September 17, 1914.

No. 1746.

MAYTOWN LUMBER COMPANY, *Petitioners*, v. COMMISSIONERS OF THURSTON COUNTY, *Respondents*.

Application for permission to establish grade crossing of steam logging road by public highway on the line between sections 8 and 9, township 16 north, range 2 west, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that immediately east of the county road and south of the railway crossing, brush and small trees obstructed the view; that travelers would have a limited view of the railroad in either direction from the crossing, the minimum view being approximately 200 feet measured along the railway line from the crossing.

The Commission consented to the establishment of crossing at grade on condition that crossing be constructed with standard level crown, approaches and planking; that the brush and small trees

mentioned be cut and removed before trains should be operated on the railway over and across said highway and that all trains and engines approaching said crossing should reduce speed to not to exceed 6 miles per hour at least 200 feet before reaching said crossing; that ordinary crossing signs be erected on said highway and that whistle posts be placed 1,000 feet in either direction from crossing and that enginemen be required to sound whistle on all locomotives when approaching said crossing from either direction and when approximately 1,000 feet therefrom.

Order entered September 18, 1914.

No. 1750.

STATE HIGHWAY BOARD OF WASHINGTON, *Petitioner*, v. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Respondents*.

Application for permission to establish temporary grade crossing of the Chicago, Milwaukee & St. Paul Railway in section 4, township 22 north, range 11 East, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a sufficient distance along the railway in either direction from the crossing to render a grade crossing at said point reasonably safe; that an emergency exists which justifies the granting of a permit for temporary grade crossing without notice or hearing.

The Commission consented to the establishment and maintenance for six months of grade crossing upon condition that such crossing be constructed with standard level crown, approaches and planking.

Order entered July 11, 1914.

No. 1753.

NORTHERN PACIFIC RAILWAY COMPANY, *Petitioner*, v. CITY OF WALLA WALLA, *Respondent*.

Application for permission to establish grade crossing of spur track of Northern Pacific Railway by alley in block 2 of Shable's Addition to Walla Walla.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that train movements on said spur track and across said alley would be few and slow, the crossing being less than 50 yards from the end of spur track.

The Commission consented to the establishment of crossing at grade upon condition that such crossing be constructed with standard level crown, approaches and planking.

Order entered September 21, 1914.

No. 1754.

COMMISSIONERS OF SKAGIT COUNTY, *Petitioners*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of Northern Pacific Railway by public highway in the southeast quarter of the northwest quarter of section 25, township 34 north, range 4 east, W.M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of at least 1,300 feet along the railway in either direction from the point of crossing.

The Commission consented to the establishment of crossing at grade upon condition that such crossing should be constructed with standard level crown, approaches and planking, such planking not to be less than 16 feet in length.

Order entered November 7, 1914.

No. 1758.

OLYMPIA TERMINAL RAILWAY COMPANY, *Petitioner*, v. COMMISSIONERS OF THURSTON COUNTY, *Respondents*.

Application for permission to establish grade crossing of railway extending from Chambers Prairie to Olympia by public highway in the southwest quarter of section 36, township 18 north, range 2 west, W.M.

The Commission found from the evidence that an undercrossing or overcrossing was impracticable; that travelers would have a clear and unobstructed view of from 400 to 2,000 feet along the railway line in either direction from the point of crossing.

The Commission consented to the establishment of crossing at grade, upon condition that crossing be constructed with standard level crown, approaches and planking and that such planking should not be less than 16 feet in length.

Order entered November 7, 1914.

No. 1759.

CITY OF OLYMPIA, *Petitioner*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of Northern Pacific Railway by Pacific Street in the City of Olympia.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that the view to the east was not good, the railway curving to the left about 500 feet east of the point of crossing; that the railway descended westbound at a grade of 1.5 per cent; that such crossing would be used very little.

The Commission consented to the establishment of crossing at grade on condition that respondent employ a flagman at said point during the construction of the crossing and grading of street, expense thereof to be borne by petitioner, and that the approach to said crossing from the east should be cut down by petitioner so as to permit a free view of trains approaching from the east.

Order entered September 3, 1914.

No. 1769.

COMMISSIONERS OF THURSTON COUNTY, *Petitioners*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Application for permission to establish grade crossing of Northern Pacific Railway by public highway in the southwest quarter of the southwest quarter of section 11, township 15 north, range 3 west, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for at least a quarter of a mile along said railway in either direction from point of crossing.

The Commission consented to the establishment of crossing at grade upon condition that such crossing be constructed with standard level crown, approaches and planking.

Order entered September 15, 1914.

No. 1793.

INDEX-GALENA COMPANY, *Petitioner*, v. COMMISSIONERS OF SNOHOMISH COUNTY, *Respondents*.

Application for permission to establish grade crossing of steam logging road by public highway in the northwest quarter of the northwest quarter of section 15, township 27 north, range 10 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that the highway approached the railway from the west on a descending grade of about 13 per cent; that the railway approached the highway from the north on a level for a distance of 300 feet, thence on a descending grade of 3.6 per cent for a distance of about 100 feet; thence across the highway and for a distance of about 100 feet on a level; thence about 300 feet on an ascending grade of about 2.4 per cent; that travelers would have a clear and unobstructed view for a distance of about 300 feet along the railway in either direction from the highway.

The Commission consented to the establishment of crossing at grade, upon condition that such crossing should be constructed with standard level crown and planking; that the approach to the level crown on the east side should not exceed 5 per cent grade; that the

approach to the level crown on the west side should not exceed 13 per cent grade; that all southbound light engines or trains be required to approach and cross said highway at a speed not exceeding 6 miles per hour.

Order entered November 7, 1914.

No. 1794.

INDEX-GALENA COMPANY, *Petitioner*, v. COMMISSIONERS OF SNOHOMISH COUNTY, *Respondents*.

Application for permission to establish grade crossing of steam logging road by public highway in the southwest quarter of the northwest quarter of section 10, township 27 north, range 10 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that the highway approached the railway from the southeast with a descending grade of about 6 per cent; that the railway approached the highway from the north with a descending grade of 1.8 per cent; that travelers would have a clear and unobstructed view for a distance of 300 feet along the railroad from either direction from the highway.

The Commission consented to the establishment of a grade crossing upon condition that such crossing be constructed with standard level crown, approaches and planking, such planking to be not less than sixteen feet in length; that all southbound light engines and trains be required to cross said highway at a speed not exceeding six miles per hour.

Order entered November 7, 1914.

No. 1800.

NORTHERN PACIFIC RAILROAD COMPANY, *Petitioner*, v. COMMISSIONERS OF SNOHOMISH COUNTY, *Respondents*.

Application for permission to establish grade crossing of Northern Pacific Railway Company's track connecting Northern Pacific Railway with Marysville & Northern Railway at the station of Bryant, by public highway in the northwest quarter of the northwest quarter of section 27, township 32 north, range 5 east, W. M.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable; that travelers would have a clear and unobstructed view for a distance of at least 300 feet along the railway in either direction from the highway.

The Commission consented to the establishment of crossing at grade, upon condition that such crossing should be constructed with standard level crown, approaches and planking.

Order entered November 7, 1914.

ELIMINATION, RELOCATION AND IMPROVEMENT OF DANGEROUS GRADE CROSSINGS.

Following are brief statements of the principal points involved in, and of the improvements ordered, in proceedings instituted under the Act of 1913 for the purpose of eliminating, relocating or improving dangerous grade crossings.

No. 1608.

COMMISSIONERS OF SPOKANE COUNTY, *Petitioners*, v. GREAT NORTHERN RAILWAY COMPANY AND CONSOLIDATED LUMBER COMPANY, *Respondents*.

Application for elimination of grade crossing of Great Northern Railway by public highway known as Camden Road, at a point near Elk, in Spokane County, located in the northwest quarter of the northeast quarter of section 4, township 29 north, range 44 east, W. M.

The Commission found from the evidence that said grade crossing was located about 500 feet northwesterly from the point of a curve in said railway, which curve extended around the point of a rocky and precipitous bluff, which bluff so limited the view of the railway line and trains approaching said grade crossing from the southwesterly direction as to render the use of said grade crossing extremely dangerous; that at a point about 80 feet northerly from said crossing a large mound and rocky point existed along the westerly side of which said highway was located; that said mound so limited the view of trains approaching said crossing from the northeasterly direction as to render the use of said crossing extremely dangerous; that said rocky bluff and said mound also prevented travelers upon the highway from hearing the sound of the approaching trains in time to prevent accidents in said crossing.

That at a point approximately 400 feet southwesterly from said grade crossing said railway track was laid upon a fill and at an elevation sufficiently higher than the elevation of the highway to permit separation of grades, by deflecting the highway, carrying same under said railway, thence in a northeasterly direction to a connection with the highway, as then located, at a point on said highway approximately 200 feet north of said grade crossing.

That the cost and expense of separating grades of said railway and highway by excavating suitable opening in said fill, deflecting said highway, and constructing a pile and timber structure for carrying the railway over such opening, would be approximately \$1,386.

That the amount and character of travel on the railroad and on the highway, the grade and alignment of railroad and highway, the

cost of separating grades, the topography of the country, and all other circumstances and conditions naturally involved in such inquiry, were such that it was practicable and feasible to separate the grades of said railroad and highway in the manner described.

That said highway as constructed and maintained, crossed the Little Spokane river at two places between said grade crossing and the point where said highway should be deflected for the purpose of separating grades; that the deflection of said highway would eliminate both of said crossings of said Little Spokane river and relieve the County of Spokane from the duty of maintaining two bridges therefor; that the existing temporary bridges or wooden structures carrying said highway over said Little Spokane river cost approximately \$1,000 or \$1,200; that the construction of steel bridges for carrying said highway over said Little Spokane river at said point, would cost approximately \$2,500 each, all of which expense would be permanently eliminated by the deflection of said highway and said separation of grades; that said railway line and highway were constructed prior to the passage of Chapter 30 of Session Laws of Washington of 1913.

That the benefits accruing to said railroad and to said county by reason of said improvement, were equal and justice required that the entire expense of constructing said undercrossing and of deflecting said highway for the purpose of separating grades as stated, should be apportioned between said Great Northern Railway Company and said County of Spokane, one-half thereof to be paid by the railway company and one-half thereof to be paid by the County of Spokane.

That the respondent Consolidated Lumber Company had agreed to convey necessary right-of-way for change of highway and to waive any damages which might arise out of the abandonment of a portion of the highway, for a nominal consideration.

THE COMMISSION ORDERED, That said highway be deflected as stated; that an undercrossing of said railway line be constructed at station 301 plus 20 of said railway line by excavating a passage way through said fill and by constructing a pile and trestle bridge (according to Great Northern Railway standards) for carrying said railway over said highway at said point; that said highway passage way through said fill be of sufficient width to provide for a highway lateral clearance of at least 20 feet between the piling, bents or other supports of said bridge; such excavation to be so made that the crown of the highway under said bridge should be at least 12 feet lower than the lowest point of stringers of said bridge to provide a perpendicular clearance of at least 12 feet for said highway; said highway to cross said railway right-of-way at an angle of 60 degrees; the piling, bents or other supports of said bridge, located on either side of said highway, to be skewed to conform with such angle; the approaches to said undercrossing to extend 80 feet either side of the center line of said railway track and to be graded to a width of 16 feet, and that the portion of the highway to be relocated and reconstructed should be

graded with a surface equally as good as the portion of said highway to be abandoned.

IT WAS FURTHER ORDERED, That the Great Northern Railway Company should perform all the work contemplated within the lines of its right-of-way and that the County of Spokane should perform all the work required for relocating and reconstructing said highway outside of the lines of said railway right-of-way; that the entire cost and expense of deflecting said highway and constructing said undercrossing should be apportioned between said Great Northern Railway Company and said County of Spokane equally, each of said parties to pay one-half thereof; that upon completion of said work and approval thereof by the Commission an accounting should be had and if it should appear that either party thereto had expended more than its portion of the total cost, a settlement should be forthwith made between said Great Northern Railway Company and said County of Spokane, upon the basis of apportionment of cost and expense so made; that if said railway company and said county should be unable to agree upon such a settlement, the Commission would fix a time and place for receiving evidence material thereto and would arbitrate, adjust and settle such account after notice to such parties; that the work of deflecting said highway and constructing said undercrossing should be completed on or before the expiration of 60 days from date of service of order.

Order entered November 7, 1914.

No. 1658.

CITY OF ROSLYN, *Petitioner*, v. NORTHERN PACIFIC RAILWAY COMPANY,
Respondent.

Application for protection of public against hazards arising out of movement of cars and trains over grade crossing of Northern Pacific Railway by First and Second streets in the City of Roslyn.

The Commission found from the evidence that on Sunday of each week eight mixed trains and on each of the remaining days of each week, six mixed trains, besides a varying number of coal trains were operated by respondent over and across First and Second streets in the City of Roslyn; that the travel in said streets over and across said railway tracks, was very heavy, approximately 1,900 pedestrians and 140 vehicles, crossing said railway track daily at First Street, and approximately 2,000 pedestrians and about 70 vehicles crossing said railway tracks at Second Street; that a large proportion of the pedestrians crossing said railway tracks on said streets were school children who passed to and from their homes and to and from school and necessarily used said streets for that purpose; that immediately east of First Street there was a curve in the railway track and buildings located near said railway track, such buildings and cars standing near the crossing obstructing the view; that northbound trains

approaching such crossing were backed over and across said streets, such trains being made up of locomotive, combination baggage car, smoker, coach and from 15 to 20 freight cars; that these trains were backed into Roslyn up grade, the cars preceding the locomotive; that the crew consisted of the conductor and two brakemen. The leading car, as the trains were backed across said streets, was provided with a tailhose connected with the air lines of the trains, by which the brakeman could apply the air and control the train in the same manner as air might be applied by the engineer; that the tail hose was also provided with an air whistle which might be sounded by the brakeman and could be heard for a distance of about two city blocks; that no gates or other mechanical devices were maintained for preventing pedestrians or vehicles from passing across the railroad track in front of the approaching trains; that the maintenance of any standard gate in common use would not, in the opinion of the Commission, prevent children or other pedestrians from going under such gates and attempting to cross the track ahead of approaching trains; that when the complaint of the City of Roslyn was brought to the attention of respondent, respondent issued an order requiring its trainmen to flag all trains across said crossings. Said flagging was accomplished by one of the train crew walking along the track immediately in front of the train and giving warning to approaching pedestrians and drivers of vehicles, of the approach of trains. The Commission was convinced by the evidence that the protection afforded by flagging each train across said streets was better than would be afforded by gates or other mechanical devices for preventing pedestrians or vehicles from attempting to cross the railroad track ahead of approaching trains, provided that in addition to such flagging a trainman be stationed on the leading car when approaching such crossing, in position to operate the tail hose and sound the warning whistle, as well as apply the air brakes in an emergency.

THE COMMISSION ORDERED, That all engines and trains operated by respondent over and across First and Second streets, in the City of Roslyn, or either of said streets, be preceded by a brakeman walking along the railroad track immediately ahead of such engines or trains; that on the leading car of all trains backing over or across either of said streets, a tail hose be provided with whistle and means for applying the air brakes thereon and a trainman be stationed in position to sound the tail hose whistle and apply the air in case of emergency and that such tail hose whistle be sounded with a continuous succession of short blasts, commencing 200 feet before reaching the street crossing and continued while the car with tail hose equipment is approaching or passing upon or across either of said streets, and that in case of train proceeding with the locomotive ahead that engine bell be rung continuously for a distance of at least three hundred feet before reaching either of said streets.

Order entered August 13, 1914.

No. 1694.

TOWN OF EPHRATA, *Petitioner*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

Proceeding instituted for changing location of grade crossing in the town of Ephrata for the purpose of securing a safer grade crossing.

The Commission found from the evidence that a grade crossing of the Great Northern Railway was located in the town of Ephrata a short distance south of Adams Avenue, which crossing was inconvenient and dangerous to travelers on said highway; that at a point approximately 200 feet south of the intersection of said railway line by said Adams Avenue, near which intersection said crossing was located and at the intersection of said railway line and McMillan Avenue, there existed a safer and more convenient location for crossing said railway line; that the existing crossing near the intersection of said railway line near Adams Avenue should be closed and all travel diverted to McMillan Avenue where a safer location for a grade crossing could be secured; that the existing grade crossing approaches were located on private property; that travelers would have a clear and unobstructed view for a considerable distance along the railway in either direction from the proposed grade crossing to be located on McMillan Avenue; that an overcrossing or undercrossing was impracticable.

THE COMMISSION ORDERED the establishment of a grade crossing of the Great Northern Railway and extensions of passing track and industry track of said railway where intersected by McMillan Avenue in the town of Ephrata; that such crossing should be constructed with standard level crown, approaches and planking, and that the existing grade crossing located at or near the intersection of said railway with said Adams Avenue in said town of Ephrata, be abandoned and closed.

Order entered April 30, 1914.

No. 1696.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY AND COMMISSIONERS OF SPOKANE COUNTY, *Respondents*.

Proceeding instituted by the Public Service Commission of Washington for the purpose of eliminating dangerous grade crossing of Great Northern Railway by public highway in section 8, township 25 north, range 42 east, W. M., also grade crossing of said railway by said highway in section 5, township 25 north, range 42 east, W. M., both of which grade crossings are located about seven miles west of Spokane, in Spokane county.

The Commission found from the evidence that the grade crossing located in section 8, township 25 north, range 42 east, W. M., was

maintained at a point on a 6 degree curve of said railway and in a deep cut, through which said railway extended, the embankments of which cut obstructed the view of travelers, rendering said grade crossing extremely dangerous.

That said highway could be deflected so as to eliminate both of the grade crossings described, by commencing at a point approximately 900 feet measured along said highway easterly from the grade crossing located in said section 8, and relocating and reconstructing said highway along and near the south right-of-way line of said railway, connecting with said highway at a point on the line between said sections 5 and 8 and between said grade crossing located in said section 5 and the west line of said sections 5 and 8. That the cost of deflecting said highway and reconstructing same for the purpose of eliminating both of said grade crossings would be approximately \$5,818; that public safety required the abandonment of both of said crossings and the deflection of said highway, all of which were unnecessary to make said railway company's service facilities and trackage safe and adequate and sufficient to enable it to promptly, expeditiously, safely and properly transport and deliver persons and property and promote the safety and convenience of its patrons and employees and the public.

THE COMMISSION ORDERED the deflection, relocation and reconstruction of that portion of the highway described, and the abandonment and closing of both of the grade crossings mentioned, apportioning the cost of said work equally between Spokane county and the Great Northern Railway Company, each to pay one-half thereof. The Commission also ordered that the right-of-way necessary for deflecting said highway be acquired by Spokane county, and the necessary work performed by and under the direction of the County of Spokane, and that upon the completion thereof a settlement be made between the railway company and the county substantially in accordance with provisions contained in order No. 1608, *supra*.

Order entered November 30, 1914.

No. 1722.

COMMISSIONERS OF KING COUNTY, *Complainants*, v. PACIFIC NORTHWEST TRACTION COMPANY, *Respondent*.

Proceeding instituted for the elimination of grade crossing and construction of undercrossing of the Northwest Traction Company's line by "C. E. Pike Road," on the line between sections 19 and 20, township 26 north, range 4 east, W. M.

After the commencement of this proceeding an agreement was entered into providing for the construction of an undercrossing at the point designated, and the apportionment of costs.

No. 1756.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. PUGET SOUND ELECTRIC RAILWAY, CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, NORTHERN PACIFIC RAILWAY COMPANY, AND COMMISSIONERS OF KING COUNTY, *Respondents*.

Proceeding instituted by the Public Service Commission of Washington for the purpose of eliminating dangerous grade crossing of Puget Sound Electric Railway, Chicago, Milwaukee & St. Paul Railway and the Northern Pacific Railway at Orillia, King county, such crossing being located in section 36, township 23 north, range 4 east, W. M.

Hearing was held and all parties to the proceeding stipulated that the crossings were dangerous and that a necessity existed for grade separation, provided that separation of grades was practicable; that the engineer for the Commission should confer with the engineers for the various railway companies and King county, and determine whether or not a practicable and feasible plan for grade separation could be devised. An overcrossing has not been considered, for the reason that the several railway tracks are on elevations considerably higher than the elevations of the street or highway on either side thereof. The matter of securing sufficient drainage for an undercrossing is a difficult problem in this instance. After conference between the engineers a complete survey was made, from the field notes of which data was being prepared and plans drawn at the close of the period covered by this report. The Commission intends to secure the elimination of this crossing as soon as practicable, if any feasible plan can be devised.

No. 1761.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY AND COMMISSIONERS OF ADAMS COUNTY, *Respondents*.

Proceeding instituted by the Public Service Commission of Washington for the purpose of changing grade crossing of Chicago, Milwaukee & St. Paul Railway by public highway located at a point near the line between sections 4 and 5, township 17 north, range 36 east, W. M. to a point approximately 4,350 feet easterly therefrom, for the purpose of providing a safer grade crossing.

The Commission found from the evidence that the existing grade crossing was located in a deep cut extending several hundred feet along the railway in either direction from the crossing; that the approaches to the crossing had been depressed on either side of the railway so that travelers approaching the railway descended toward the railway through a cut on either side thereof; that the embankments on either side of said railway and on either side of said highway so obstructed and limited the view as to render said grade

crossing extremely dangerous to the public traveling upon said highway as well as to employees and patrons of said railway company.

That the amount and character of travel on said railway and on said highway, the grade and alignment of said railway and highway, the cost of separate gradings, the topography of the country and other material circumstances and conditions were such that it was impracticable to separate the grades of said railway and highway.

That at a point approximately 4,350 feet, measured along said railway line easterly from said grade crossing, and at or near the point where the old Walla Walla-Colville Road was intersected by said railway in section 33, township 18 north, range 36 east, W. M., the topography of the land was such that a safer grade crossing could be provided; that it was practicable and feasible to deflect said highway and abandon said existing grade crossing and establish and maintain a safer grade crossing at said point in said section 33, all of which was required and necessary for the public safety.

After introduction of evidence at the hearing was completed an agreement was reached between the railway company and the county for the deflection, relocation and reconstruction of the highway and change of location of said grade crossing in the manner hereinbefore described; the railway company agreed at its own cost and expense to do all necessary work and furnish all necessary material for closing said existing grade crossing and the highway across the respondent's right-of-way at said point; to do all work, furnish all material necessary for constructing a grade crossing at said point approximately 4,350 feet easterly from said existing grade crossing; to grade the highway across the railway right-of-way at said point and to construct necessary wing fences and cattle guards therefor. The Commissioners of Adams county agreed to furnish all necessary right-of-way outside of the railway right-of-way, and to do all work and furnish all material necessary for the deflection, relocation and reconstruction of so much of said highway as was necessary to permit the abandonment of said existing grade crossing and the establishment and maintenance of a grade crossing at said point in said section 33.

THE COMMISSION ORDERED the deflection, relocation and reconstruction of said highway and the relocation of said grade crossing in the manner stated and in accordance with the terms of said agreement.

Order entered October 30, 1914.

No. 1762.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY AND COMMISSIONERS OF ADAMS COUNTY, *Respondents*.

Proceeding instituted by the Public Service Commission of Washington for the purpose of changing grade crossing of Chicago, Milwaukee & St. Paul Railway by public highway located in section

36, township 17 north, range 33 east, W. M. to a point approximately 600 feet west of said location, for the purpose of providing a safer grade crossing.

The Commission found from the evidence that an overcrossing or undercrossing was impracticable. An agreement was made by respondents for the relocation of said grade crossing. The railway company agreed at its own cost and expense to do all the grading required on the north side of the railway track, to plank the track between the rails and for one foot on the outside of either side thereof, and to grade the new road with a level crown 25 feet in width on the south side of the two tracks. The Commissioners of Adams county agreed to secure all right-of-way outside of the right-of-way of the railway company and do all grading required from a point 25 feet south of the railway company's track to a connection with the present right-of-way.

THE COMMISSION ORDERED the deflection, relocation and reconstruction of the highway and change of location of the grade crossing as stated and in accordance with said agreement.

Order entered October 29, 1914.

No. 1763.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY AND COMMISSIONERS OF STEVENS COUNTY, *Respondents*.

The Commission found from the evidence that the railway curved around a steep bluff; that the grade crossing was located very close to the point of the bluff, which obstructed the view of travelers approaching the crossing from the east. Brush and trees, standing on the right-of-way west of the railway and north of the highway, obstructed the view of travelers when approaching the crossing from the west. Brush and trees standing on the railway right-of-way, on the highway right-of-way and on privately owned land adjacent thereto, east of the railway and south of the highway, obstructed the view of travelers approaching the crossing from the east.

Upon the hearing the railway company agreed to remove all brush between the railway and the river east thereof and north of the highway; to remove brush on the slope of the embankment east of the railway and north of the highway and to remove brush and trees on the railway right-of-way east of the railway and south of the highway for a distance of 250 feet from the highway. The Commissioners of Stevens county agreed to remove all brush on the right-of-way of the county road outside of the railway right-of-way fence, and south of the county road. The railway company agreed to provide and place a warning sign on the highway at a suitable point east of the crossing, such sign to be worded as follows:

"DANGER
RAILROAD CROSSING
300 FEET"

THE COMMISSION ORDERED the improvements made in accordance with the agreement referred to.

Order entered November 30, 1914.

No. 1764.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY AND TOWN OF MARCUS, *Respondents*.

Proceeding instituted by the Public Service Commission of Washington for the purpose of improving conditions affecting grade crossing of Great Northern Railway by Main Street in the Town of Marcus.

Upon the hearing the railway company agreed to limit the speed of all trains approaching the crossing to six miles per hour. This requirement was deemed reasonable because of the fact that the railway crosses the Columbia river on a long bridge a short distance north of the crossing, for which bridge a slow order was maintained by the railway company, while the station at Marcus was located a short distance south of the crossing at which station all trains were required to stop.

The Commission ordered regulation of trains in accordance with agreement referred to. The railway company intends to remove the embankment which obstructs the view of this crossing at such time in the future as it may be convenient to provide a steam shovel for that purpose and when work upon its road bed requires material which can be taken from that point, and in the meantime is willing to limit the speed of trains at the crossing as stated. This solution was entirely satisfactory to the city authorities of Marcus and to the Commission, as conditions affecting the crossing did not justify expense of elimination.

Order entered November 30, 1914.

No. 1765.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY AND COMMISSIONERS OF STEVENS COUNTY, *Respondents*.

Proceeding instituted by The Public Service Commission of Washington for the purpose of improving conditions affecting grade crossing of Great Northern Railway by public highway about two and one quarter miles north of Marcus, which crossing was located in section 28, township 37 north, range 37 east, W. M.

An embankment located on the south side of the railway track and east of the crossing obstructed the view of travelers approaching the crossing from the south. A steep embankment located north of the railway and east of the crossing obstructed the view of travelers approaching the crossing from the north. The amount of travel on the highway and railway was not considered sufficient to justify expense of grade separation or deflecting highway for the purpose of securing a safer grade crossing. Upon the hearing the railway company agreed to grade down the embankment located south of the railway and east of the highway so as to improve the view of travelers approaching the crossing from the north. The railway company also agreed to provide and erect at suitable points on either side of the crossing, warning signs reading as follows:

"DANGER
RAILROAD CROSSING
300 FEET"

These improvements are deemed by the Commission to be all that present conditions of traffic upon the railway and highway justify. With future development and consequent increase of traffic on the railway and highway this crossing should be eliminated or changed to a safer location.

Order entered November 30, 1914.

No. 1767.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. IDAHO & WASHINGTON NORTHERN RAILWAY COMPANY AND COMMISSIONERS OF PEND OREILLE COUNTY, *Petitioners*.

Proceeding instituted by the Public Service Commission of Washington for the purpose of changing location of grade crossing of Idaho & Washington Northern Railway by public highway located in section 5, township 32 north, range 44 east, W.M. to a point 1,150 feet in a northwesterly direction therefrom, for the purpose of providing a safer grade crossing.

Upon the hearing the Idaho & Washington Northern Railway Company agreed at its own cost and expense to remove the grade crossing from the location described to a point 1,150 feet measured along the railway line in a northwesterly direction therefrom and to reconstruct said grade crossing at said new location; to deflect and reconstruct said highway commencing at a point approximately 100 feet south of the existing grade crossing and extending along the west line of the railway line to a point 50 feet, more or less, west of the railway line and opposite the proposed point of crossing, thence crossing the railway line approximately at right angles and connecting with existing highway at a point about opposite the proposed crossing and to

place that portion of the highway to be reconstructed in as good condition as the portion of said highway to be replaced thereby.

THE COMMISSION ORDERED the change of location of said grade crossing, the abandonment and closing of the existing grade crossing, the relocation and reconstruction of said highway in the manner described, said grade crossing to be reconstructed at the new location with standard level crown, approaches and planking, such planking to be not less than sixteen feet in length, such work to be completed within thirty days from date of service of order.

Order entered November 7, 1914.

No. 1768.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. IDAHO & WASHINGTON NORTHERN RAILROAD COMPANY AND COMMISSIONERS OF PEND OREILLE COUNTY, *Respondents*.

Proceeding instituted by the Public Service Commission of Washington for the purpose of improving conditions affecting grade crossing of the Idaho & Washington Northern Railroad by public highway in the northeast quarter of section 31, township 38 north, range 43 east, W. M.

Upon the hearing the railroad company agreed to grade off the bluff on the west side of the railroad track south of the grade crossing and back from the track to a point agreed upon and identified and down to an elevation of 5 feet above the railroad track for the purpose of providing a better view by travelers approaching the crossing. The Commissioners of Pend Oreille county agreed to relocate and reconstruct a portion of the highway located on the east side of railroad and south of the grade crossing so as to parallel the railroad track and provide a better view for travelers approaching the crossing from the south.

THE COMMISSION ORDERED the improvements made in the manner stated and that such work should be completed within thirty days from date of service of order.

Order entered November 7, 1914.

No. 1771.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY AND COMMISSIONERS OF SPOKANE COUNTY, *Respondents*.

Proceeding instituted by the Public Service Commission of Washington for the purpose of eliminating or improving conditions affecting grade crossing of Oregon-Washington Railroad & Navigation Company's line and Chicago, Milwaukee & St. Paul Railway by public highway

known as Apple Way located east of Spokane and in section 19, township 25 north, range 44 east, W. M.

This crossing is located at a point on the railway tracks described, where the railway tracks parallel each other and on curves in said railway tracks. The view of travelers approaching the crossing on the highway from either direction is more or less obstructed by buildings located on either side of the highway and on either side of the railway. Approximately 500 teams per day cross the railways at this point during week days and as many as 1,000 teams per day cross at this point on Sundays. About 22 regular teams pass over the railways at this point daily. The expense of an undercrossing was estimated at approximately \$30,000. The railway companies agreed to install at this crossing, a device known as the Cook Automatic Crossing Gate, which consists of a standard to be located near the railway tracks and adjacent to the highway, from which a gate or arm projects at an elevation of 16 feet above the surface of the highway, which gate or arm stands nearly perpendicular when no train are within 1,000 feet of the crossing. When a train is approaching the crossing from either direction and reaches a point 1,000 feet from the crossing, the gate or arm is lowered by mechanism electrically operated, to a horizontal position. Attached to the gate or arm are approximately 24 incandescent electric lights suspended by cords or cables so that when the arm is in a horizontal position such lights are suspended across the highway with the globes about 6 feet from the surface of the highway. The globes are red and are contained in wire protectors. When the arm is in a horizontal position the globes are lighted and a string of red lights extend across the highway, while a large light is located at or near the top of the mast, which shows red on the opposite side from the railway tracks, while the light on the side toward the railway tracks shows white and is thrown upon the tracks by a reflector. All the lamps referred to are lighted when trains are approaching the crossing, at which time the arm is in a horizontal position. When no trains are approaching the crossing and the arm is in a perpendicular position, no lamps are lighted. On the frame or mast which supports the arm a Klaxon Horn is attached which is electrically operated and produces a loud noise from the time a train reaches a point 1,000 feet from the crossing until the train passes over the crossing.

The Commission was of the opinion that this device should furnish adequate protection for this crossing and ordered the installation thereof by the railway companies for the purpose of affording such device a fair trial, reserving the right to continue proceedings for the elimination of the crossing at any time.

Order entered November 30, 1914.

No. 1774.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY AND COMMISSIONERS OF WHITMAN COUNTY, *Respondents*.

Proceeding instituted by the Public Service Commission of Washington for the purpose of eliminating grade crossing of Oregon-Washington Railroad & Navigation Company's line by public highway in section 6, township 19 north, range 46 east, W. M.

Upon the hearing the railroad company and the Commissioners of Whitman County agreed to eliminate the grade crossing described, also the grade crossing located next east thereof, by deflecting and reconstructing the highway so as to extend the same along the east side of the railroad right-of-way, thereby avoiding the necessity of crossing said railroad at either of said points, the expense thereof to be apportioned between said railroad company and the County of Whitman equally, each paying one-half thereof; that the County of Whitman should purchase the right-of-way, submitting proposals for right-of-way to the railroad company and advising with the railroad company as to the price to be paid before purchasing same; should the railroad company consider such price excessive, it should have the right to apply to the Public Service Commission to have the right-of-way condemned and that the Public Service Commission should cause the property necessary to affect such change to be condemned; that upon the completion of such new highway the existing highways, crossing the railroad's right-of-way, to be vacated.

THE COMMISSION ORDERED the elimination of the grade crossings described, according to the terms of such agreement.

Order entered November 30, 1914.

No. 1776.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY AND COMMISSIONERS OF WHITMAN COUNTY, *Respondents*.

Proceeding instituted by the Public Service Commission of Washington for the purpose of eliminating grade crossing of Oregon-Washington Railroad & Navigation Company's railway line by public highway in section 36, township 20 north, range 45 east, W. M.

Upon the hearing the railroad company and the Commissioners of Whitman County agreed that the grade crossing described should be eliminated by constructing an overcrossing, such structure to be 20 feet wide and to provide a 24-foot vertical clearance for railroad line, the expenditure for approaches to the overcrossing not to exceed the cost of approaches with 8 per cent grade. The Public Service Commission agreed to order 10 per cent of the cost of separating grades to be paid out of the appropriation provided for in Chapter 30 of the

Laws of 1913, maintenance of said structure to be in accordance with the provisions of Section 5, Chapter 30, Laws of 1913.

THE COMMISSION ORDERED separation of grades in accordance with the terms of said agreement.

Order entered November 30, 1914.

No. 1777.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY AND COMMISSIONERS OF WHITMAN COUNTY, *Respondents*.

Proceeding instituted by Public Service Commission of Washington for the purpose of improving conditions affecting grade crossing of the Oregon-Washington Railroad & Navigation Company's railway line by public highway at a point one and one-half miles south of Tekoa, Whitman County, located in section 25, township 20 north, range 45 east, W. M.

An embankment east of the railroad track and north of the highway obstructed the view of travelers when approaching crossing from the east. The railroad company agreed, upon the hearing, to grade the embankment down 3 feet, which would materially improve the view. The Commission was of the opinion that the amount of travel on the railroad and on the highway and other material conditions, were not such as to justify separation of grades.

THE COMMISSION ORDERED the embankment graded down, according to such agreement.

Order entered November 30, 1914.

No. 1785.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY AND COMMISSIONERS OF WHITMAN COUNTY, *Respondents*.

Proceeding instituted by the Public Service Commission of Washington for the purpose of improving conditions affecting grade crossing of Oregon-Washington Railroad & Navigation Company's railway line by public highway in section 5, township 14 north, range 45 east, W. M.

Upon the hearing the railroad company agreed to install a telltale warning device at a suitable point on the highway, adjacent to the grade crossing.

THE COMMISSION ORDERED the installation of a telltale warning device in accordance with such agreement.

Order entered November 7, 1914.

No. 1786.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY AND TOWN OF ENDICOTT, *Respondents*.

Proceeding instituted by Public Service Commission of Washington for the purpose of improving conditions affecting grade crossing of Oregon-Washington Railroad & Navigation Company's railway line by Third Street, extended across the railroad right-of-way in the town of Endicott in Whitman County.

Upon the hearing an agreement was made by the terms of which the railroad company should, at its expense, remove the east end of the two warehouses which extend into Third Street, if extended across the railroad company's right-of-way in the town of Endicott, it being understood that by so doing the status of said Third Street should not be affected thereby and that the railroad company did not concede that Third Street has been extended across its right-of-way or was a dedicated highway; all of those parts of the warehouses which project across the west line of Third Street, if extended, were to be removed by the railroad company and that if such parts of said warehouses be removed within a reasonable time, the Commission would make no order in relation thereto.

The Commission was of the opinion that regardless of the status of the traveled highway at that point, the parts of the warehouses projecting across the west line of Third Street, if extended, should be removed for the purpose of protecting the public using said grade crossing, and if such work is not completed within a reasonable time, the Commission will enter an order requiring the removal of such obstructions to the view.

No. 1787.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY AND COMMISSIONERS OF WHITMAN COUNTY, *Respondents*.

Proceeding instituted by Public Service Commission of Washington for the purpose of changing location of grade crossing of Northern Pacific Railway by public highway in the northwest quarter of section 26, township 13 north, range 45 east, W. M., to a point 700 feet north thereof.

Upon the hearing respondent agreed that said grade crossing should be changed and relocated to a point 700 feet north of the location described and that the highway should be deflected, commencing at a point approximately 200 feet southeasterly from the existing grade crossing, running thence northerly on the east side of the railroad to a point approximately 50 feet easterly from said railroad and 700 feet north, measured along said railroad line, from the existing grade crossing, thence crossing said railroad at right angles and continuing

northwesterly a distance of 250 feet, more or less, to intersection of the present location of highway; and that the cost and expense of relocating and reconstructing said grade crossing and said highway should be apportioned equally between said railroad company and said County of Whitman.

THE COMMISSION ORDERED the relocation and reconstruction of said grade crossing and said highway, in accordance with said agreement, such new grade crossing to be constructed with standard level crown, approaches and planking, such planking to be not less than 16 feet in length, such work to be completed within 60 days from date of service of order.

Order entered November 7, 1914.

No. 1788.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. SPOKANE & INLAND EMPIRE RAILROAD COMPANY AND COMMISSIONERS OF WHITMAN COUNTY, *Respondents*.

Proceeding instituted by Public Service Commission of Washington for the purpose of requiring improvement of conditions affecting grade crossing of Spokane & Inland Empire Railroad by public highway in the northeast quarter of section 9, township 19 north, range 43 east, W. M.

Upon the hearing the railroad company agreed to reconstruct, at its own expense, the road with a 20-foot crown, raising the present surface thereof to the level of the railroad tracks from said grade crossing to the right-of-way line on the west, 50 feet from the center line of the track, using therefor material to be taken from the point of hill located on the west side of the railroad track and south of the highway, such material to be removed from the point of the hill so as to extend the view toward the south and to provide and erect a warning sign on the railroad right-of-way 50 feet west of the crossing, to be worded, with letters having a line width of at least 6 inches, as follows:

USE SPECIAL CARE

At This

RAILROAD CROSSING.

The railroad company also agreed to require enginemen operating locomotives approaching said crossing to ring bell continuously from whistle post to the crossing. The Commissioners of Whitman County agreed to continue the regrading of said road, raising same to the level of the railroad tracks, from the south right-of-way line of the railroad to a point 25 feet west thereof and from said point to con-

struct a suitable approach and to obtain material therefor from the point of the hill referred to for the purpose of extending the view.

THE COMMISSION ORDERED the improvements described to be made in accordance with said agreement and that the railroad company should require all enginemen operating engines, when approaching said grade crossing from either direction to cause the locomotive bell to be rung continuously from the whistle post to such crossing.

Order entered November 7, 1914.

DISPOSITION OF INVESTIGATIONS INTO ACCIDENTS.

No. 1631.

IN RE WRECK OF DETOURED GREAT NORTHERN TRAIN ON SPOKANE, PORTLAND & SEATTLE RAILWAY COMPANY'S BRIDGE NEAR WAUKEE, OCTOBER 28, 1913.

Hearing was had at Spokane December 27, 1913, and the Commission found that Great Northern passenger train No. 1, westbound, consisting of baggage car, smoker, first class, tourist, diner, sleeper and observation cars, was being detoured over the S. P. & S. Ry. Co.'s line, said train being known as G. N. extra 1025, leaving Spokane about 6:00 P. M. with running orders as far as Lamont. At Lamont the conductor got running orders from Lamont to Ainsworth Junction. The right of track of said train out of Lamont was covered by train order No. 58, an exhibit in this case, which specifies that "G. N. Eng. 1025 run passenger extra, leaving Lamont on Tuesday, October 28, as follows: With right over all except first class trains leaving Lamont 7:15 P. M., Rockwell, 7:30 P. M., Waukeee 7:37 P. M." The testimony discloses that the detoured train left Lamont about three minutes late and arrived at Rockwell, leaving Rockwell at 7:30, on time, and about one mile east of Waukeee struck work extra 357 (an inferior train to G. N. extra 1025), which was standing on bridge 324-6 unloading gravel. As a result of the collision the engine of the detoured train left the track and fell into the gulch below, killing S. P. & S. pilot engineer B. O. Miller and G. N. fireman G. J. Davis. The accident occurred about 7:35 P. M. On the night of the accident work extra 357 left Waukeee about 7:10 with 25 cars of gravel to unload on bridge 324-6, Conductor Bratton being in charge of said work extra. Conductor Bratton also acted as flagman on the end of the train which was struck by G. N. extra 1025. From the S. P. & S. Co.'s book of rules, an exhibit in this case, the Commission finds the following rules directly pertain or have a bearing upon the movement of said trains:

Rule 48: "An inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first class train, in the same direction, is due to leave the next station in the rear where time is shown."

Rule 49: "An inferior train must keep out of the way of opposing superior trains and failing to clear the main track by the time required by rule, must be protected as prescribed by Rule 62."

Rule 62: "(Standard Rule 99.) When a train stops or is delayed by any circumstances under which it may be overtaken by another train, the flagman must go back immediately with stop signals a suffi-

cient distance to ensure full protection. When recalled he may return to his train, first placing two torpedoes on the rail six rail lengths apart and a lighted fusee in the center of the track when the conditions require.

a. The front of a train must be protected in the same way, when necessary, by the head brakeman or fireman.

b. For a stop signal, two torpedoes will be placed, one on each rail, exactly opposite each other.

c. For a caution signal, two torpedoes will be placed six rail lengths apart on the rail on the engineer's side of approaching or following trains."

Rule 66: "Messages or orders respecting the movement of trains or the conditions of track or bridges must be in writing."

Rule 91: "'Complete' must not be given to a train order for delivery to an inferior train until the order has been repeated or the 'X' response sent by the operator who receives the order for the superior train."

Rule 97: "Unless otherwise directed, an operator must not repeat or give the 'X' response to a train order for a train which has been cleared or the engine of which has passed his train order signal until he has obtained the signature of the conductor and engineer to the order."

Aside from the above rules, train order 58, heretofore mentioned, and train order 53, to conductors and enginemen on all extras west, and to Eng. 358 and extra 455, east, bear directly upon the said train movements.

Train Order No. 53 specifies: "Eng. 357 work until 9:00 P. M. between Rockwell and Benge. All extras west wait at Rockwell until 7:30 P. M. for work extra 357."

It appears from the evidence that the rules then in force, governing the movement of trains, were not strictly complied with by either Dispatcher Whitford or Operator Shoemaker, in the handling of train order No. 58, and that Conductor Bratton, in charge of work extra 357, failed and neglected to properly protect his train, as required by rules, and, in the opinion of the Commission, had the said train been fully protected, as required by rules, in all probability this accident would not have occurred.

No. 1634.

IN RE DEATH OF CHARLES JOHNSON, WHO WAS STRUCK AND RUN OVER BY INTERURBAN CAR OPERATED BY PACIFIC TRACTION COMPANY, NEAR STEILACOOM, WASHINGTON, ON DECEMBER 6, 1913.

Hearing was held at Tacoma, December 6, 1913. Ben Swanson, the motorman who operated the car at the time; C. F. Hapwood, the conductor then in charge of said car, and L. Rohmer, B. L. Sanderson,

John Swanson and Joseph Sekada, passengers, were all sworn and examined, and the Commission made the following findings:

That said Charles Johnson was, on December 6, 1913, and had been for a short time prior thereto, a patient in the hospital for the insane maintained by the State of Washington, at Stellacoom, Washington, having been adjudged insane by the Superior Court of King County, Washington.

That on the morning of December 6, 1913, a short time before his death, said Charles Johnson escaped from said institution and, while walking parallel with and about six feet from the interurban tracks of the Pacific Traction Company, between Stellacoom and Tacoma, Washington, and when about twenty-five or thirty feet from the interurban car operated by said motorman, Ben Swanson, and said conductor, C. F. Hapwood, which car was running toward said Charles Johnson at a speed of approximately fifteen or twenty miles an hour, suddenly changed his course, ran upon the track and threw his body upon the track in front of said car. That the motorman operating said car immediately sounded the whistle and applied the air brakes on said car, and made every effort to stop said car and avoid striking said Charles Johnson; that the brakes on said car were in good condition and responded promptly to the application thereof; that it was impossible to stop or prevent the said car from striking said Charles Johnson. That said car struck said Charles Johnson and ran over him, inflicting injuries to his person from which he died while being removed to said hospital.

The Commission concludes that said Charles Johnson met his death through no fault of the Pacific Traction Company, or its employes operating said car, or either of them, but that his death was due solely to his own act in throwing his body upon the track before said car, as hereinbefore stated.

No. 1623.

INVESTIGATION OF WRECK OF NORTHERN PACIFIC FREIGHT TRAIN, NEAR AUBURN, NOV. 16, 1913.

Hearing at Seattle, November 17, 1913. After considering the evidence, the Commission finds the accident was caused by the breaking of a rail, which breakage was due to a defect in said rail.

No. 1639.

IN RE DEATH OF F. N. STONE, AT SUMAS, NOVEMBER 28, 1913.

Hearing was had at Sumas, December 15, 1913. From the testimony taken, the Commission made the following findings:

That on November 28, 1913, about 7:30 o'clock P. M., said F. N. Stone, while engaged in his business as a barber in the Hotel Swail, in Sumas, Washington, received an electric shock from contact with

an electric heater, which shock caused his death within a short time thereafter.

That the Sumas Electric Company maintains and operates an electric light system in said town of Sumas, and maintains and operates as a part of said system, a primary circuit on a pole line in the street opposite said hotel, which primary circuit carries an electric current of 2,300 volts; that said circuit consisted of two number eight copper wires insulated; that at the point hereinafter mentioned, said wires were separated by poles which were located about 150 feet or more apart; that between said poles and opposite said hotel, said wires sagged considerably, and the insulation covering said wires had deteriorated, more or less, such wires having been in use on said circuit for upwards of five or six years. That on the afternoon of November 28, 1913, a strong wind blew for several hours; that one of said primary wires parted between said poles and fell across one of the secondary wires carrying a lower voltage which was maintained by the lighting system of the town of Sumas, which secondary wire was connected with the interior wiring of said hotel, and with the electric heater before mentioned. That when said F. N. Stone came in contact with said electric heater, a partial grounding of the current carried by said primary wire occurred, thereby causing a part of the 2,300 volt current carried by said primary wire to pass through the body of said F. N. Stone and caused his death.

That the wire and pole system of said Sumas Electric Company in said town of Sumas was at said time, and had been for some time prior thereto, in a bad state of repair, and in a dangerous condition in that the poles used in said system were located too far apart for the small size of wires used for the primary circuit carried thereon; that the wire used in said primary circuits had been stretched and sagged between poles to such extent that danger of contact with other wires and of parting in a strong wind was imminent; that telephone wires were maintained on the same poles which carried said primary circuits and in dangerous proximity to such primary circuit; that the poles used in said system were old and deteriorated and insufficiently guyed; that the insulation on said primary wire had deteriorated by exposure to the elements and was and still is of little practical use; that the wires constituting such primary circuit were spliced at frequent intervals, thus increasing the danger of said wires parting. That by reason of the faulty construction of said system and the deteriorated condition, said system constituted a danger and menace to the public and employes engaged in the operation and maintenance of said system.

From the foregoing findings, the Commission concludes that the Sumas Electric Company should take immediate action to repair said electrical system and place same in such condition that it will not constitute a menace to the public.

WHEREFORE, IT IS ORDERED, That said Sumas Electric Company prepare and file with the Commission within ten days from the date of service of this order upon it, plans for the repair and rehabilitation of said electrical system in said town of Sumas, with a statement showing the character and extent of work proposed by it to remove the dangers to the public arising out of the present condition of said system, subject to the approval of the Commission.

January 9, 1914, the Commission modified its original order extending to January 20, 1914, the time for filing plans. The plans were filed with the Commission January 15, 1914.

No. 1672.

IN RE DEATH OF ENGINEER CHAS. DULIN IN DERAILMENT OF NORTHERN PACIFIC PASSENGER TRAIN NEAR BLACK RIVER JUNCTION, FEB. 21, 1914.

Hearing at Seattle, February 25, 1914. Findings made by Commission April 22, 1914, as follows:

That on February 21, 1914, at 10:02 P. M., Northern Pacific passenger train No. 432, engine No. 2195, in charge of Engineer Chas. Dulin, Fireman Sawyer, Conductor J. B. Colkins and Brakemen Clark and McDonald, was derailed by derail switch located near the interlocking plant operated and maintained by the Northern Pacific Railway Company and the Chicago, Milwaukee & St. Paul Railway Company at a point near Black River Junction, King County, Washington, at which the tracks of the Northern Pacific Railway Company and the Chicago, Milwaukee & St. Paul Railway Company cross at grade.

That the distant signal of such interlocking plant is located approximately 5,680 feet east (time card direction) of the home signal of such interlocking plant which home signal is located within a few hundred feet of the intersection of the Northern Pacific Railway tracks by the Chicago, Milwaukee & St. Paul Railway tracks; the exact distance not having been disclosed by the testimony. Immediately prior to the derailment train No. 432, westbound, passed the distant signal running at the rate of approximately 45 or 50 miles an hour; then passing the distant signal both enginemen noted that the semaphore of the distant signal was in position indicating "Caution" and Fireman E. A. Sawyer called to Engineer Chas. Dulin "Caution" which word was repeated by Engineer Chas. Dulin in accordance with the rules of the railway company relating thereto, and Engineer Dulin thereupon shut off the steam and reduced speed slightly. A curve in the track a short distance west of the distant signal prevented the engineman from seeing the home signal when passing the distant signal and for some distance after passing the distant signal. When about one-half mile from the home signal Fireman Sawyer, being unable to see the home signal, called Engineer Dulin's attention to such fact whereupon the speed of the train was reduced slightly and Engineer Dulin leaned out of the window of the engine cab for the purpose

of getting a better view and Fireman Sawyer assumed that Engineer Dulin was satisfied concerning the home signal inasmuch as he made no reply to Fireman Sawyer's remark concerning same. At this time the train was running about 35 or 40 miles an hour. When about 400 feet from the home signal Fireman Sawyer noticed the rear end of a freight train on the Chicago, Milwaukee & St. Paul Railway passing over the Northern Pacific tracks at the crossing and called to Engineer Dulin who immediately set the air in the emergency. Fireman Sawyer first distinguished the home signal at the time he noticed the rear end of the Chicago, Milwaukee & St. Paul freight train, at which time the home signal was set at "danger." The passenger train was not stopped or slowed down sufficiently at the time of reaching the derail, which was located about 200 feet west of the home signal, to prevent the engine turning over and the engine and baggage coach of the passenger train turned over when it reached the derail, killing Engineer Chas. Dulin and bruising Fireman E. A. Sawyer.

At Auburn, a point on the Northern Pacific Railway about 11.5 miles east of the point of derailment, certain switching operations occurred in connection with train No. 432 which occasioned the testing of the air brakes of the train and such air brakes were then tested and no disorder or improper action thereof was detected by the train crew in charge of that train. Conductor Colkins testified that he noticed the emergency application a few seconds before the derailment and that in his opinion the time between the emergency application and derailment was insufficient to stop the train before reaching derail. Fireman Sawyer testified that the train was running approximately 35 or 40 miles an hour at the time the emergency was applied, that the train was then about 400 feet east of the home signal which would have been according to the testimony about 600 feet east of the derail and that the emergency application should have slowed the train down sufficiently to have prevented the engine turning over when derailed. Nothing in the testimony nor the reports of the trainmen disclosed any defective condition of the air brakes which would indicate that the derailment or turning over of the engine after derailment was due to failure of the air brakes to operate in the usual manner.

The report of D. W. Switzer, towerman in charge of the interlocking plant at the time of the derailment, indicated that the management and operation of the interlocking plant, the distant and home signals and the derail, all of which were parts of the interlocking plant, were properly conducted and that in so far as he knew such interlocking plant, including distant and home signals and derail, operated on that occasion in the usual manner and without failure in any particular. Reports of some of the train men in charge of the Chicago, Milwaukee & St. Paul Railway Company's freight train which was crossing the tracks of the Northern Pacific Railway at the time train No. 432 was approaching the derail indicate that the home signal was set at

"Danger" and that the red light in the home signal was burning and indicated danger to the engine crew of train No. 432.

Rule No. 27 of the Northern Pacific Railway operation rules provided:

"A signal improperly displayed or the absence of a signal at a place where a signal is usually shown must be regarded as a stop signal and the fact reported to the superintendent."

Fireman Sawyer testified that the only theory he could suggest to explain the failure of Engineer Dulin and himself to see the red light in the home signal which indicated danger sooner than it was discovered was that possibly the view thereof might have been obstructed by smoke from the locomotive of the freight train which had just crossed the tracks of the Northern Pacific. However, the locomotive attached to the freight train was an oil burning locomotive and the home signal was located some little distance from the tracks of the Chicago, Milwaukee & St. Paul Railway on which the freight train was running, and none of the witnesses testified that they saw smoke which obstructed the view, nor did the reports of any of the trainmen indicate that any of such trainmen saw smoke obstructing the view. The testimony indicated that engine No. 432 was short of water and that Engineer Dulin intended to stop at a water tank a short distance beyond the interlocking plant for the purpose of taking water. No explanation was disclosed why Engineer Dulin did not sooner discover the danger signal displayed at the home signal nor why the train was not brought under control before reaching the derail is, as the testimony indicated, the engineer and fireman in charge of the engine which was derailed were unable to see the upper arm on the home signal or the lights displayed thereon when they reached a point at which such arm or lights should have been discernable.

THE COMMISSION CONCLUDES that the facts established by the testimony and corroborated by the reports of trainmen show that the interlocking plant, including the distant and home signals and derail, was properly operated and managed in relation to the movement of the two trains referred to; that the engineer and fireman in charge of the locomotive which was derailed observed the "Caution" signal displayed at the distant signal, but were unable by reason of some condition or conditions not explained to determine the position of the upper arm on the home signal, which upper arm under operation rules should have controlled the passenger train in question, as soon as they should have been able to determine the position of such arm and that by reason thereof the passenger train should have been brought under control before reaching the derail. Why the enginemen in charge of the locomotive which was derailed were unable to determine the position of the upper arm of the home signal at the proper time and why the passenger train was not brought under control when it became apparent that the nature of the signal displayed at the home signal could not be determined at the proper time, are matters which the facts

established fail to explain. The responsibility for the derailment cannot be definitely determined from the testimony produced or the reports of trainmen relating to the derailment.

No. 1676.

**IN THE MATTER OF THE INVESTIGATION OF THE WRECK WEST OF MARTIN,
ON THE NORTHERN PACIFIC RAILWAY, OF FEBRUARY 25, 1914.**

Hearing at Auburn, February 26, 1914. On July 31, 1914, the Commission made findings and order as follows:

The train wrecked was an extra freight consisting of sixty cars pulled by engine No. 4014 and assisted by two helper engines No. 3006 and No. 3015, which were coupled to the rear of the caboose on rear end of said train at Easton. From Easton to where the wreck occurred there is a heavy mountain grade. When near the top of the grade and about ten car lengths in a tunnel directly west of Martin the train parted between the second and third cars from the head engine No. 4014. The parting of the train caused the rear part to suddenly stop and buckle in such a way that the front end of the caboose was shoved under the freight car ahead and the rear end over the locomotive in the rear. Mr. William Nickschinske, a stockman, who was standing on the front platform of the caboose was instantly killed by being crushed between the caboose and the freight car, and Mr. J. D. Holden, also a stockman, who was standing inside of the front door of the caboose was injured.

An inspection of the train after the wreck showed that the draw bar on refrigerator Northern Pacific car No. 96567, the third car from the head engine, had pulled out, allowing the train to part.

The testimony of the trainmen and Inspector Cobaine was to the effect that the train was in good condition leaving Easton and moved up the mountain in good running condition. Inspector Cobaine testified that he had charge of the inspection of this train to the time it departed from Ellensburg and a thorough inspection was made for all defects and no visible defects were found. Mr. T. K. Beck, assistant inspector, testified that refrigerator car N. P. No. 96567, which was the third car from engine No. 4014, was inspected as well as all other cars in the train.

From a consideration of the testimony and report of Inspector Reardon of this Commission the Commission finds and concludes that the wreck was caused by the pulling out or breaking of the draw bar in refrigerator car N. P. No. 96567, and that no blame is attached for responsibility of the wreck. The Commission is of the opinion, however, that the practice of placing platform cars between freight cars and locomotives on mountain grades is a dangerous practice, but inasmuch as this practice has been discontinued the Commission does not deem it essential to make any order regarding said practice.

THEREFORE, IT IS ORDERED, That this cause be, and the same is, hereby dismissed.

REPORT OF INSPECTORS OF TRACKS, SAFETY APPLIANCES AND ELECTRICAL CONSTRUCTION AND MAINTENANCE.

OLYMPIA, Dec. 1, 1914.

To the Public Service Commission of Washington:

DEAR SIRS: We submit herewith a brief report of the duties performed by the Inspectors of Tracks, Safety Appliances and Electrical Construction and Maintenance, for the Public Service Commission, from November 30, 1913, to November 1, 1914.

There has been a decided improvement in track conditions the past year on all the railroads in this state. The main lines are all in good condition, but there is room for improvement on some of the branch lines, as they have not been getting the attention that the main lines have, owing to lighter equipment being used on branch lines. However, all are in safe condition.

There has been a big improvement made on equipment, especially locomotives and passenger equipment. All are in good condition, and as it would require too much space to mention everything that has been done, we will confine this report principally to matters that have been taken up by the inspectors.

Electric Railways—Street, Interurban and Suburban.

There has not been, up to date, any safety appliance standard established on electric railways of this state, each company establishing its own. Some interurbans have pilots of good and efficient construction for interurban and suburban work, but over these are hung poor, dilapidated fenders, anywhere from 8 inches to 22 inches from the top of rail. These fenders are used on all interurban cars entering Seattle.

We would recommend that all obstructions be removed from the pilots and pilots be made as long or deep as can be used on vertical curves. All equipment should be classified as to whether it is an electric car, coach, switching locomotive, road locomotive, express car or work car. As a rule, they are all propelled by motors, with the exception of coaches, box cars and flat cars, which are used as trailers, but regardless of the class to which they belong, they should have safety appliances of that class, and such class should be determined by the Public Service Commission.

We also recommend, that all electric cars run in trains consisting of one car and motor or two motors or more coupled together, should have automatic radial couplers, that is, providing the stationary automatic couplers are not used, but the latch or long coupling bar should not be used as it is dangerous in all cases.

Conditions of Electric Railways.

Heretofore, the hand brakes on practically every car in the state could not be used, excepting on the cars of one system using air brakes, the hand brakes not being maintained up to the standard of use. We find this condition is now remedied. All companies are using the hand brakes; some once each trip, some on two trips a day, and others on one trip a day. The companies using them once each trip have the most efficient hand brakes.

We wish to call the attention of the Commission to the "Pay-as-you-enter," or "Pay within" street cars, that have two sets of doors on the rear end; that is, one set in the bulkhead of the car and the other in or on the vestibule of the car. When said cars are equipped in the above manner, all doors are provided with a lock in the control of the conductor only. When a passenger wishes to enter the car, he has to wait for the conductor to open the outside doors or the vestibule doors, as those doors are controlled from the inside, and to get out, if the doors in the bulkhead or end of the car are closed, he has to wait for the conductor to open them, as they open from the outside. The danger is that in crossing a bridge or a railroad crossing, conditions may arise when passengers would want to leave the car to avoid an accident.

There is one company in the state which operates in the following manner: The cars have all the doors mentioned above and an additional half door opening on the front end. When a conductor leaves his car to flag a crossing, when crossing railroad tracks on grade, he locks the doors in the bulkhead so as to keep passengers in. The doors are locked on the outside and can not be opened by passengers. On the front of the car, the half door is open. Why leave the front door open and not the rear doors? It would be more dangerous for a passenger to get off at the front than at the rear, as he might fall under the car at the front but he could not do so at the rear. If the front door is left open for safety, it is a poor practice. If the rear doors are closed to protect the financial interests of the company, it is poor financing. All doors should be left open when crossing railroad tracks at grade, when the conductor is not on the car and at his position to open doors in case an emergency should arise.

Electric Railways—Interurban—Block Signals.

Nearly every interurban in this state has, for a number of years, been operating under a proper set of rules. On nearly all of the single track roads, satisfactory train dispatching has been employed. Special care has been taken in the selection of men to operate trains, and reasonable precautions have been observed to insure safety of operation. Notwithstanding these efforts, several collisions occur each year. The only additional safeguard available is the use of block signals. We are glad to report, however, that some improvement has been made in this

direction. At present, the following roads are partially or entirely equipped:

Puget Sound Electric Railway, Tacoma and Seattle.

Spokane & Inland Empire Railroad, Spokane.

Yakima Valley Transportation Co., North Yakima.

For additional safety, large locomotive bells, using air ringers, have been installed on the following roads:

Pacific Northwest Traction Company, Bellingham.

Pacific Northwest Traction Company, Everett.

Puget Sound Electric Railway, Tacoma.

Spokane & Inland Empire Railroad, Spokane.

Electric and Telephone Construction.

We call the attention of the Commission to the fact that the electrical and telephone companies have been under the jurisdiction of the Commission only a short period, and in that period there have been three hearings called before the Commission and two sets of briefs filed. Although the Act was complete with its amendments on August 14, 1914, on our inspections we found many of the larger companies complying with the law as it was originally intended.

The telephone companies are in the habit of knobbing on to the side of electric poles and their claim generally is that it is old work and it is hard for the inspector to prove otherwise. It would be well, therefore, to have all the above companies use dating nails in their poles, that is, in all poles installed since June 12, 1913. These dating nails should be inserted about 5 feet from the ground. Some of the companies have done this on their own accord, one using a hot branding iron for this purpose.

Danger on City Railway Lines.

For years past the electrical railways of this state, operating on single track, have used a three-point switch for the motorman or conductor to operate the block lights. The lights are five in series. If one becomes affected, the other four will not burn. We recommend, therefore, that the lamps alone should not be depended upon. Working jointly with the lamps should also be an arm indicator similar to steam road practice and a track circuit installed for the operation of the block system. In this state there have been several accidents owing to the manual operation of the block system, and also to poor judgment at times on the parts of crews and to defective system of block lights. This year, on one road, there were twenty-eight passengers and one employe injured, and on another, seven passengers and one employe. The causes were defects in block system and poor judgment on the part of the crews.

Electric Cars Inspected.

We inspected 911 cars and noted the following defects:

Hand brakes inoperative.....	134
Triple valves and cylinders not cleaned.....	31
Hand holds missing.....	42
Uncoupling levers disconnected.....	2
Lock block missing.....	1

Standard Equipment for Locomotives and Cars.

There being no standard for equipment, we recommend that the standard adopted by the Interstate Commerce Commission be made the standard for all locomotives and cars in this state.

Standardizing Operating Rules.

We also suggest there should be some measures taken towards the standardizing of operating rules so as to do away with the dangers connected with engine and train men running on joint tracks, some of them having as many as three different sets of rules to contend with on a single trip. In many cases, signals and color of signals, flagging rules, whistle signals and train orders vary, and some train orders with same wording have different interpretations on different roads. Under the present conditions, it is to be expected that engine or train men may be confused at a critical time, which may result in an accident.

Interlocking Plant.

An interlocking plant has been installed at Argo which will minimize the danger of one of the most dangerous railroad crossings in the state.

Logging Roads.

The Safety Appliance Laws require all cars to be equipped with safety appliances for the protection of trainmen working on or about the cars. Logging companies do not seem to realize the importance of the safety appliances and the penalties for handling cars when the safety appliances are defective. Cars will be turned over to logging companies fully equipped with all safety appliances and when returned, have hand holds, sill steps and hand brakes missing or defective, making the company accepting the cars liable to penalties for moving them.

Owing to the great amount of difficulty we are having in getting this matter corrected, and to protect the trainmen from receiving personal injuries in handling these cars, we recommend that there be a law enacted making the wanton destruction of safety appliances a felony.

Summary Air Brake Report of Twelve Great Northern Trains, Between Cascade and Merritt.

Detailed report is on file in this office. This test was brought about by the complaint of some of the employees that the air brake equipmen-

was inadequate on these trains to safely handle them down the mountain grades. This test brought about the equipping of all their engines in mountain service with an additional air pump and an increased reservoir capacity and putting the air brake equipment in good condition.

Train No.	Date	Total Vehicles	Hand Brakes Used	Wheels			Brakes Out Out	Brakes Not Set	Retainers				Tonnage In Train
				Hot	W'rm	Cold			Turned Up	Not Turned Up	Operating	Not Operating	
402	7-9	70	24	38	16	16	.....	5	58	8	25	33	2,688
402	7-11	68	9	37	15	16	.....	6	57	7	27	30	2,798
402	7-13	70	15	28	22	20	1	4	62	4	33	29	2,768
401	7-14	67	21	34	16	17	.....	4	63	4	31	32	2,808
402	7-15	65	24	31	20	14	.....	3	56	5	21	35	2,718
402	7-16	70	14	35	15	20	4	3	61	5	26	35	2,606
402	7-17	70	24	47	6	17	2	5	64	2	36	28	2,658
402	7-18	68	16	39	18	16	.....	2	64	2	31	33	2,518
X	7-18	66	17	44	12	9	.....	2	63	1	35	28	2,513
402	7-20	69	18	19	30	30	2	4	64	1	27	37	2,758
402	7-21	70	31	35	17	18	.....	6	61	5	26	35	2,712
402	7-22	70	20	39	20	11	.....	1	65	1	34	31	2,598

Within the last twelve months there have been great improvements on the railroads of this state in providing proper clearances around mills, warehouses, factories, and wood and fuel yards. The railroad companies have assisted the inspectors materially in this crusade, as they have had buildings moved and have even had tracks moved, to provide greater clearances. The Commission will understand, of course, that the railroad companies have not moved any large, permanent buildings. The companies are working with your inspectors in every practicable manner. We find some of the trouble is due to patrons wanting tracks put close to their buildings. If there are two or three companies after the business, the one that will put tracks where requested, regardless of clearance, is the one that more than likely gets the business. To avoid this, the Public Service Commission should establish a standard clearance, and then if companies are requested to put tracks closer, they can refer their patrons to the law.

Accidents Investigated.

Data of accident, December 21, 1913, on Northern Pacific Railroad crossing at Argo, resulting in the injury of Engineer Wall, employed by the Great Northern Railroad, and William Wardenburge, Mrs. L. I. Leathers and Mrs. S. M. Griffin, passengers:

The trains involved were: Great Northern train 455, engine 1070 and six cars, C. M. & St. Paul engines 5582-2328 coupled, and two cars.

Train 455 left Seattle 12:15 A. M. Dec. 21st, and as per statement made by eye witnesses they stopped 400 feet north of the north railroad crossing at 12:28 A. M.; (this point is just north of street railroad crossing) after stopping engineer gave two blasts of the whistle which is the customary practice and then proceeded. There was a very dense fog at the time.

The Chicago, Milwaukee & St. Paul engines 5582-2328 coupled were northbound and stopped for the south railroad crossing approximately 200 feet south of the south crossing, gave two blasts of the whistle then proceeded, there being four railroad crossings together at this point, which makes the distance between where the two trains stopped for the crossing about 700 feet—they did not hear each other whistle and came together on the crossing. The evidence shows that the Chicago, Milwaukee & St. Paul engines 5582-2328 coupled, struck the Great Northern engine 1070 just behind the pilot beam. Investigation brought out the fact that the Great Northern engine 1070 arrived at the crossing first, whistled off and proceeded. Engine 5582 whistled off a few seconds later and also proceeded. Engine 1070 having a heavier train and a longer distance from stop to crossing is good evidence that she was the first train that had the crossing and was entitled to it, but owing to the thick fog neither train could see the other until they struck.

The responsibility of the accident in our opinion rests on both trains. Neither train should have proceeded until the route was known to be clear. Not being able to see, they should have sent a flagman ahead, as rules of both companies provide, to take extra precaution in unfavorable weather conditions.

REPORT of accident at Wynaco, when Northern Pacific Extra 4014 was derailed, three unknown men killed and thirteen freight cars destroyed.

About 2:55 P. M., November 16th, Extra 4014 west, engineer, George Colby; fireman, Frank Payette; conductor, C. L. Hendricks; brakemen, W. C. Olin, D. Morrison and O. P. Dishman; 44 cars, 1,850 tons in train, running at a speed of 25 miles per hour, at mile post 101, 1,200 feet west of west switch at Wynaco, engine 4014 (except pony truck) and 22 cars immediately behind engine were derailed, caused by broken rail. Extra 4014 passed Coventry, the preceding station, at 2:41 P. M., and according to all statements the derailment occurred at 2:55 P. M. All members of the crew state they were running 25 miles per hour at the time of derailment.

After personal examination of the places of accident and the rail, we are satisfied the accident was caused by the broken rail, which was a 33-foot rail manufactured by the Illinois Steel Company, South Works 8504—IV—1908, heat number 36,236, laid year 1908. It was broken 16 feet and 2 inches from end of rail, flaw existing on outer half

of base of rail, extending into the web one-quarter of an inch deep and continuing in the outer lower portion of the wall of the rail. Rail laid on the lower side of the curve and the fracture has the appearance of existing for some time. The broken rail was located on the point of a 9-degree curve and on approximately a 1 per cent grade descending west. The last preceding train that passed was Extra 4006 east, with 75 empty refrigerator cars, at 1:30 P. M.

The three unknown men killed were evidently stealing a ride and so far as we can learn, they have not been identified.

REPORT of accident at Black River crossing, G. N. train No. 456, engine 1063, April 21, 1914.

Train 456 Great Northern passenger train left Portland, Oregon, at 5:00 P. M., April 21st, and was derailed by derailer at Black River railroad crossing at about 11:00 P. M., April 21st. Train was in charge of Conductor A. Miller, engineer, G. Lawrence, and was using the Northern Pacific tracks.

There is installed at Black River a standard interlocking plant, connected up with the automatic block signal system, making it a semi-automatic system for governing trains over the crossing, also regulating the approach to the next automatic block in advance.

The plant is a three-position signal and for trains using Northern Pacific tracks the indications are as follows:

Red—Stop. Route not clear.

Green—Proceed. Route clear.

Yellow—Proceed. Route clear for crossing. Next automatic signal in advance at stop position.

The statements made by Engineer Lawrence and Conductor Miller are that they left Kent, approximately 6½ miles south at 10:43 P. M., and approaching Black River, running about 35 miles per hour, found the advance signal to crossing at yellow, so they reduced speed and expecting to stop on going around the curve 2,000 feet south of crossing observed home signal at danger. On approaching nearer to crossing the home signal changed from red (stop) to yellow (proceed). Engineer then released brakes and proceeded but just before he came to the signal he discovered the signal changed again from yellow (proceed) to red (stop). Running about 20 miles per hour at the time he discovered the change in the signal, he was unable to stop before he struck the derailer and was derailed.

The towerman stated that the signals were set against No. 456 all the time and no change was made after No. 456 came in the block. Engineer Lawrence and Conductor Miller stated positively that the signals were changed; that the towerman gave them the crossing and then took it away from them when they were so near the crossing that they could not stop and were derailed.

The statements being so conflicting, and there having been so many accidents at this point, your inspectors decided to make a more thor-

ough investigation. They proceeded to the vicinity of the plant and made observations and on the second night discovered what, to their minds, was the cause of the trouble.

The rays of the headlight on some of the locomotives, when approaching the home signal when in stop position (red) would change the color from red to yellow, making it a "proceed" indication, or just opposite what it really is. A train approaching this crossing and seeing a yellow indication, the engineer naturally assumes that he has the crossing, but under the condition that existed at this time, the signal may have been at stop and the derail open and the yellow indication caused by the reflection of the headlight rays on the signal lens changing it from red to yellow, making it a very dangerous condition and no doubt was the cause of this accident.

Upon the discovery of this, the company immediately discontinued the use of the yellow indication and exonerated the crew of No. 456 from responsibility of the accident.

REPORT of accident of Extra No. 4014 at Martin, February 26, 1914, resulting in the death of one passenger and serious injuries to another, on the Northern Pacific Railway.

In our opinion, the cause of this man's death and the other man's injury was the placing of a platform car between two locomotives and sixty freight cars. It is understood there were three locomotives on this train, two behind and one ahead, and it is not the practice of other transcontinental roads in this state to allow locomotives at any time to push on platform cars.

We would recommend that the practice be stopped on the Northern Pacific as there is always one man or more riding in the caboose. They claim that the timbers in their cabooses are heavier than those used in ordinary cabooses, that is, the underframe. The trouble is, the car is too light in weight and when an air hose breaks or a drawbar pulls out setting the brakes on the train, the two locomotives pushing on the caboose will, ninety times out of a hundred, repeat the same thing that was done in this accident, that is, shove the caboose under the freight car and over the locomotive, as the locomotive has an extended coupler on to protect the pilot when coupled on to other trains and cars.

Number of cars inspected, 19,108. Defects noted as follows:

Couplers out of contour.....	11
Knuckle pins broken.....	89
Locks bent.....	12
Lock block broken, coupler inoperative.....	42
Uncoupling lever missing.....	19
Uncoupling chains kinked.....	45
Uncoupling chains broken.....	19

Uncoupling chains disconnected.....	53
End castings loose.....	17
Couplers low.....	11
Couplers high.....	8
Ladders missing.....	3
Ladder rungs missing.....	14
End sill hand holds missing.....	82
End sill hand holds bent.....	110
Sill steps missing.....	23
Sill steps bent.....	20
Grab irons missing.....	172
Grab irons bent.....	71
Hand brakes inoperative.....	75
Air brakes cut out.....	91
Air brakes not operating.....	37
Release rods missing.....	29
Release valves missing.....	3
Release valves broken.....	2
Angle cock handles broken.....	15
Triple valve and cylinders not cleaned.....	103
Brakes not in harmony.....	7
Train pipe loose.....	34
Running board defective.....	16
Flat wheels.....	3
Bent axle, coal car.....	1
Sharp flange.....	6
Tread worn wheels.....	2

Number of locomotives inspected, 1,345 Defects noted as follows:

Sharp flanges on driving wheels.....	23
Sharp flanges on engine truck wheels.....	7
Sharp flanges on tank wheels.....	6
Loose tire on tank wheel.....	1
Coupler high.....	3
Coupler low.....	14
Couplers inoperative.....	29
Uncoupling lever missing.....	6
Uncoupling chains broken or disconnected.....	19
Lock block broken.....	2
Coupler body broken.....	2
Sill steps missing.....	22
Grab irons missing.....	19
Grab irons bent.....	26
Hand rails improperly applied.....	59
Headlight steps missing.....	11
Boiler checks leaking.....	7
Mud ring cracked.....	1

Boller head cracked.....	1
Driving brakes inoperative.....	3
Excessive piston travel.....	211
Headlight not operating.....	1
Leaky piston rod packing.....	13
Leaky valve stem packing.....	9
Cab mountings leaking.....	31
Water glass guard missing.....	4
Excessive lateral motion engine truck.....	3
Hand rails missing on switch engine tank.....	1

Switch Blocks.

498 switch blocks missing.

Respectfully submitted,

J. F. REARDON,

Chief Inspector.

MAURICE VETTER,

Assistant.

INFORMAL COMPLAINTS AND THEIR DISPOSITION.

When complaints are received against public service utilities where it seems possible by correspondence to settle the cause of complaint promptly, and at the same time save the expense of a formal hearing, these complaints are entered as "Informal Complaints."

During the year covered by this report there were 448 such Informal Complaints brought to the attention of the Commission, being those numbered from 1243 to 1691, inclusive.

Below will be found, in condensed form, a statement showing disposition of those cases that were pending December 1, 1913, the date of the last prior report, (being cases numbered up to 1242) and a list of the new informal complaints filed the past year and their present status:

No. 747. High School (Wenatchee) v. Great Northern Ry. Reduced rate fuel oil. Consolidated with No. 1257.

No. 803. W. H. Paulhamus (Sumner) v. Dominion Express Co. Berry rates. Closed by filing new tariffs.

No. 899. Wm. Greenleaf (Kent) v. Puget Sound Traction, Light & Power Co. Rates. Closed.

No. 961. Endreson Spar & Timber Co. (Hoquiam) v. Northern Pacific Ry. Rate on spars. Closed.

No. 981. Eliza Field (Stevenson) v. Spokane, Portland & Seattle Railway Co. Fencing right-of-way. Pending.

No. 994. J. P. Dowling (Medical Lake) v. Medical Lake Telephone Co. Service. Transferred to formal hearing No. 1718.

No. 1000. Stevens County Farmers' Union (Chewelah) v. Great Northern Railway Co. Fencing right-of-way. Complainant did not furnish specific information on which to base investigation. Closed.

No. 1012. John Willms (Camden) v. Great Northern Railway Co. Spur and crossing. Closed.

No. 1017. Pacific National Lumber Co. (Tacoma) v. Chicago, Milwaukee & Puget Sound Railway Co. Claim. Transferred to formal hearing.

No. 1039. A. E. Starling (Spokane) v. Pacific Telephone & Telegraph Co. Service. Transferred to formal hearing No. 1718.

No. 1041. Northern Grain & Warehouse Co. (Spokane) v. A. E. Nichols. Doing warehouse business unlawfully. Closed.

No. 1050. Harry L. Lavin (Curlew) v. Great Northern Railway Co. Fencing crossing. Closed.

No. 1051. In re Dockage Bulk Wheat. Closed.

No. 1055. George W. Chute (Two Rivers) v. Burbank Co. Service. No formal complaint filed. Closed.

No. 1063. George A. Cottrell (Seattle) v. Western Washington Power Co. Service. Service improved. Closed.

No. 1068. A. L. Brown (Seattle) v. Northern Pacific Railway Co. Protest over closing station at Sherlock. Pending.

No. 1069. A. C. Girard (Montesano) v. Pacific Telephone & Telegraph Co. Phone rates. Covered by new tariff. Closed.

No. 1078. Transportation Bureau (Tacoma) v. Tacoma Railway & Power Co. Switching rates. Closed at request of complainant.

No. 1081. D. I. Donovan et al. (Spokane) v. Spokane Traction Co. Service. Closed.

No. 1082. O. A. Hoag (Chelan) v. Chelan Land Co. Unsafe dam construction. Pending.

No. 1089. A. J. Bush (Lichty) v. Northern Pacific Railway Co. Agent and station. Closed.

No. 1092. B. M. Lowe et al. (Edmonds) v. Edmonds Independent Telephone Co. Rates. Dropped by complainant. Closed.

No. 1101. Citizens (Falls City) v. Northern Pacific Railway Co. Agent. Complaint withdrawn. Closed.

No. 1102. Martius Music House (Seattle) v. Seattle Electric Co. Refund. Denied. Closed.

No. 1103. Citizens (Sumner et al.) v. Puget Sound Traction, Light & Power Co. Rates. Closed.

No. 1109. Chehalis Furniture & Mfg. Co. (Montesano) v. Oregon-Washington Railway & Navigation Co. Refund. Transferred to formal hearing No. 1595.

No. 1112. Fruit Growers' (Pateros) v. Columbia & Okanogan Steamboat Co. Service. Dropped by complainant. Closed.

No. 1116. J. H. Chambers (Montesano) v. Oregon-Washington Railway & Navigation Co. Service. Cosmopolis branch. Closed.

No. 1118. J. H. March (Tacoma) v. Tacoma & Burton Navigation Co. Landing at Shore Acres. Closed.

No. 1121. Ed Little (Anacortes) v. Anacortes Water Co. Service. Service improved. Closed.

No. 1123. Northwest Ice Machine Co. (Seattle) v. Northern Pacific Railway Co. Switching rates. Closed.

No. 1125. W. R. Stiles et al. (Ocosta) v. Northern Pacific Railway Co. Train service, Ocosta branch. Closed.

No. 1142. J. E. Patrick (Seattle) v. Anderson Steamboat Co. Rates. Complainant satisfied. Closed.

No. 1159. F. E. Gray (Covichee) v. Covichee Telephone Co. Excessive telephone rates. Transferred to formal hearing No. 1644.

No. 1163. Larchmont Improvement Club (Larchmont) v. Tacoma Railway & Power Co. Fares, Puyallup line. Closed.

No. 1170. Residents (Dishman) v. Oregon-Washington Railway & Navigation Co. Train service. Complainant satisfied. Closed.

No. 1172. J. A. Shelkey (Everett) v. Everett Water Co. Rates. No formal complaint filed. Closed.

No. 1174. Interlaken Fuel Co. (Seattle) v. Northern Pacific Railway Co. Refund. No formal complaint. Closed.

No. 1177. W. T. Kennedy (Bremerton) v. Garrison, Fisher Co. Rates. Proper charge made. Closed.

No. 1183. A. S. Brown (Seattle) v. Anderson Steamboat Co. Fares. Complaint withdrawn. Closed.

No. 1186. J. M. Brewster (Seattle) v. Anderson Steamboat Co. Rates. New tariffs filed. Closed.

No. 1187. Tom B. Walker (Spokane) v. Pacific Telephone & Telegraph Co. Phone deposit. Closed.

No. 1189. Van Horn Shingle Co. (Van Horn) v. Railways. Loss on shingles. Closed.

No. 1190. Chas. E. Kingston (Selah) v. Northern Pacific Railway Co. Dangerous crossing. Orders for protection given. Closed.

No. 1191. Kerr, Gifford & Co. (Tacoma) v. Railways. Switching rates. Complaint withdrawn. Closed.

No. 1193. Irving E. DeRoy (Seattle) v. Seattle Lighting Co. Extension gas mains. Transferred to formal hearing.

No. 1194. Commercial Club (Kent) v. Kent & Renton Telephone Co. Increased rates. No formal complaint filed. Closed.

No. 1196. Mitchell Lewis Staver Co. (Portland) v. Oregon-Washington Railway & Navigation Co. Excessive rates. New rates established. Closed.

No. 1199. F. S. Fribley (Aberdeen) v. Grays Harbor Railway & Light Co. Violation new electrical construction law. Investigation made. Closed.

No. 1200. Edward H. Todd (Tacoma) v. Pacific Telephone & Telegraph Co. Reduced rates for ministers. Permitted. Closed.

No. 1203. P. P. Holcomb (Wenatchee) v. Great Northern Railway Co. Reduced rates apples. Complaint withdrawn. Closed.

No. 1212. J. W. Stewart (Vancouver) v. Northern Pacific Railway Co. Fencing right-of-way. Complaint withdrawn. Closed.

No. 1213. Washington Coal & Mining Co. (Centralia) v. Eastern Railway & Lumber Co. Rates on coal. Transferred to formal hearing.

No. 1215. Pacific Coast Biscuit Co. (Portland) v. Northern Pacific Railway Co. Overcharge. Closed.

No. 1217. Citizens (Malone) v. Northern Pacific Railway Co. New station building. Depot promised. Closed.

No. 1219. Olaf Walker (Grand Mound) v. Northern Pacific Railway Co. Station at Grand Mound. Improvements made. Closed.

No. 1220. H. P. Allen (Hood River, Oregon) vs. White Salmon Water Co. Rates. Settled. Closed.

No. 1225. H. E. Marshall (Seattle) v. Inland Navigation Co. Refund on baggage. Granted. Closed.

No. 1226. Conner & Howard (Lyman) v. Great Northern Railway Co. Freight train service. Service improved. Closed.

No. 1230. James McConahey (Spokane) v. Idaho & Washington Northern Railway Co. Overcharge fare. Interstate. Closed.

No. 1231. W. F. Baker (Seattle) v. Pacific Telephone & Telegraph Co. Installation of telephone. Installed. Closed.

No. 1233. Jefferson County Logging Co. (Seattle) v. Northern Pacific Railway Co. Excess freight charge. Tariff rate charged. Closed.

No. 1234. Lowry Investment Co. (Seattle) v. Seattle Lighting Co. Discount on gas bill. Adjusted. Closed.

No. 1235. Far West Clay Co. (Tacoma) v. Chicago, Milwaukee & St. Paul-Tacoma Eastern. Switching rates. Transferred to formal hearing No. 1606.

No. 1240. R. E. Dyar (Kiesling) v. Great Northern Express Co. Delivery charges. Refund made. Closed.

No. 1242. Howard C. Sihler (Tacoma) v. Tacoma Gas Co. Disconnecting charge. Held illegal. Closed.

No. 1243. Henry McCormick (North Yakima) v. North Yakima & Valley Ry. Rates. Reduction secured. Closed.

No. 1244. P. W. Lawrence (Wenatchee) v. Great Northern Railway Company. Scales. Closed.

No. 1245. E. G. Ames (Seattle) v. Pacific Telephone & Telegraph Co. Long distance service. Misunderstanding of rules. Closed.

No. 1246. B. F. Swanson (Hoquiam) v. Pacific Telephone & Telegraph Co. Telephone service. Telephones installed. Closed.

No. 1247. C. S. Wages (Sedro Woolley) v. Northern Pacific Railway Co. Side track. Complainant satisfied. Closed.

No. 1248. L. E. Beebe (Tacoma) v. Puget Sound Electric Ry. Handling of baggage. Closed.

No. 1249. G. A. Thomas (Graham) v. Tacoma Eastern Railroad Co. Passenger rates. Tariff rate charged. Closed.

No. 1250. Geo. A. Christensen (Stevenson) v. Spokane, Portland & Seattle Railway Co. Train stop at Stevenson. Closed.

No. 1251. A. Parry (Parkwater) v. Northern Pacific Railway Co. Cancellation of bond. No jurisdiction. Closed.

No. 1252. C. R. Amundson (Stanwood) v. Great Northern Railway Co. Station facilities. Transferred to formal hearing No. 1742.

No. 1253. W. T. Jane (White Salmon) v. Western Union Telegraph Co. Service at White Salmon. Closed.

No. 1254. W. H. Paulhamus (Puyallup) v. Railways. Jobbing rates for Sumner and Puyallup. Complainant satisfied. Closed.

No. 1255. W. E. Morris (Tacoma) v. Puget Sound Electric Ry. Heating cars. Complainant satisfied. Closed.

No. 1256. Ward Emigh et al. (Walla Walla) v. Express Companies. Rates on cream. No formal complaint filed. Closed.

No. 1257. Commercial Club (Wenatchee) v. Great Northern Railway Co. Rates on wood. Transferred to formal hearing No. 1678.

No. 1258. Manito Park Improvement Club (Spokane) v. Spokane Traction Co. Street railway extension. No jurisdiction. Closed.

No. 1259. J. K. Munson (Shelton) v. City Dock. Use of wharf. No jurisdiction. Closed.

No. 1260. Martin Lallemand (Arlington) v. Great Northern Railway Co. Station at English. Relief promised. Closed.

No. 1261. Mrs. H. M. Gilbert (Arlington) v. Pacific Telephone & Telegraph Co. Rates. Tariff rates charged. Closed.

No. 1262. Tacoma Mill Co. (Tacoma) v. Great Northern Railway Co. Overcharge. Tariff rates charged. Closed.

No. 1263. Fred A. Sargent et al. (Rochester) v. Northern Pacific Railway Co. Discontinuing Rochester station. Transferred to formal hearing No. 1677.

No. 1264. Kennewick Valley Telephone Co. (Kennewick) v. Richland Telephone Co. Competition. No jurisdiction. Closed.

No. 1265. Knights of Pythias (South Bellingham) v. Pacific Telephone & Telegraph Co. Rates. Held that Lodge was not entitled to free telephone. Closed.

No. 1266. City of Vancouver (Vancouver) v. Vancouver Gas Co. Rates. No formal complaint filed. Closed.

No. 1267. Touchet Supply House (Touchet) v. Oregon-Washington Railroad & Navigation Co. Rates on hay. Transferred to formal hearing No. 1409.

No. 1268. George S. Heaton (Centralia) v. Railways. Excessive service. No jurisdiction. Closed.

No. 1269. Mrs. F. A. Link (Starbuck) v. Northern Pacific Railway Co. Lost goods. No jurisdiction. Closed.

No. 1270. Fish Commissioner (Bellingham) v. Washington-Oregon Corporation. Shutting off power. Complainant satisfied. Closed.

No. 1271. Herman Smith (Olympia) v. Northern Pacific Railway Co. Station building at Sisco. Closed.

No. 1272. Northern Pickle Co. (Tacoma) v. Northern Pacific and Great Northern Railways. Rate on cull apples. Closed.

No. 1273. F. D. Burroughs (Seattle). Rate on relaying rails, Everett to Tolt. Transferred to formal hearing No. 1400.

No. 1274. In re inspection scales and weighing devices. Orders issued. Closed.

No. 1275. H. O. Alken (Wapato) v. Northern Pacific Railway Co. Destination fruit shipment. No jurisdiction. Closed.

No. 1276. Empire Packing Co. (Spokane) v. C., M. & St. P. Ry. Co. Overcharge live stock. Interstate. No jurisdiction. Closed.

No. 1277. G. W. Lewis (Edmonds) v. Edmonds Independent Telephone Co. Rates. Closed.

No. 1278. J. F. Hiatt (Tacoma) v. Tacoma Railway & Power Co. School children fare. Closed.

No. 1279. City (Roslyn) v. Northern Pacific Railway Co. Crossing protection. Protection furnished. Closed.

No. 1280. Burbank Company (Burbank) v. C. C. Culp. Phone rates. Tariff rates charged. Closed.

No. 1281. Monroe Harmon et al. (Loomis) v. Great Northern Railway Co. Service Oroville-Penticton, B. C. Service restored. Closed.

No. 1282. R. G. Lawrence (Castle Rock) v. J. E. Kalmbach. Water service. Service furnished. Closed.

No. 1283. Robert M. Paton (Rochester) v. C., M. & St. P. Ry. Co. Station facilities. Transferred to formal hearing No. 1677.

No. 1284. Washington Electric Railway Co. (Chehalis) v. Northern Pacific, Great Northern and O.-W. R. & N. Co. Cancellation joint rates. Closed.

No. 1285. Thos. C. Davison (North Yakima) v. Grain Department. Hay inspection. Investigated. Closed.

No. 1286. Pacific Portland Cement Co. (Portland, Oregon) v. Puget Sound Naval Station Route. Overcharge cement. Closed.

No. 1287. Pacific Coast Shippers' Association (Seattle) v. Northern Pacific Railway Co. Overcharge car wheels. Complainant satisfied. Closed.

No. 1288. Clear Lake Lumber Co. (Clear Lake) v. Northern Pacific Railway Co. Application of cubical capacity rule. Closed.

No. 1289. Builders' Supply Co. (Everett) v. Puget Sound Traction, Light & Power Co. Overcharge electric current. Ruling made. Closed.

No. 1290. Valley Central Grange (O'Brien) v. Northern Pacific Railway Co. Blocking crossings. Conditions remedied. Closed.

No. 1291. Drummond Literage Co. (Seattle) v. Pacific Telephone & Telegraph Co. Phone service. Complainant satisfied. Closed.

No. 1292. Pacific Interstate Commerce Bureau (Seattle) v. Northern Pacific Railway Co. Overcharge. Tariff rates charged. Closed.

No. 1293. Sauk Shingle Co. (Sauk) v. Great Northern Railway Co. Shingle loss claim. Interstate. No jurisdiction. Closed.

No. 1294. A. H. Boyd et al. (Duvall) v. Great Northern Railway Co. Blocking road. No jurisdiction. Closed.

No. 1295. A. W. Davis (Marble) v. Great Northern Railway Co. Overcharge. Correct rate charged. Closed.

No. 1296. Hanford & Stutthoff (Seattle) v. Northern Pacific Railway Co. Rates on foreign lumber. Tariff rate charged. Closed.

No. 1297. Woman's Club (Vancouver) v. Washington-Oregon Corporation. Service. Closed.

No. 1298. Preston-Shaffer Milling Co. (Waitsburg) v. Puget Sound Warehouse Co. Delivery of wheat from warehouse. Covered by formal order No. 1713. Closed.

No. 1299. J. W. Lawton (Fishtrap) v. Northern Pacific Railway Co. Closing station at Fishtrap. Complainant satisfied. Closed.

No. 1300. Max A. Jefford (Loomis) v. Great Northern Railway Co. Overcharge household goods. Tariff rates charged. Closed.

No. 1301. C. C. Hooks (Newport) v. Great Northern Railway Co. Defining baggage. Closed.

No. 1302. Dr. H. Baer (Mansfield) v. Farmers' United Telephone & Telegraph Co. Discrimination in service. Investigated. Closed.

No. 1303. Willapa Harbor Sand & Gravel Co. (Raymond) v. Northern Pacific Railway Co. Sand and gravel rates. Closed.

No. 1304. H. A. Day (White Salmon) v. White Salmon Water Co. Franchise. No jurisdiction.

No. 1305. H. M. Douning, et al., (Lacey) v. County Commissioners. Condition of highways. No jurisdiction. Closed.

No. 1307. Union Iron Works (Spokane) v. Railways. Reduction commodity rate, iron, etc. Transferred to formal hearing.

No. 1308. R. H. Smith (Boise, Idaho) v. Great Northern Railway Co. Refund excess baggage ticket. Refund made. Closed.

No. 1309. H. G. Roe (Dixie) v. Northern Pacific Railway Co. Depot facilities. Improvements made. Closed.

No. 1310. Sperry Flour Company (Tacoma) v. Grain Department. Grain grades. Transferred to formal hearing No. 1670.

No. 1311. Union Lumber Company (Union Mills) v. Northern Pacific Railway Co. Overcharge lumber. Tariff rates charged. Closed.

No. 1312. Whatcom County Fruit & Produce Association (Blaine) v. Great Northern Express Co. Claim of loss. No jurisdiction. Closed.

No. 1313. J. A. Collins (North Yakima) v. Yakima Valley Transportation Co. Black listing. No jurisdiction. Closed.

No. 1314. W. A. Bowen (Wapato) v. Yakima Valley Telephone Co. Service. Closed.

No. 1315. E. E. Case (Auburn) v. Puget Sound Electric Ry. Toilet conditions. Complainant satisfied. Closed.

No. 1316. V. N. Gonnason (Kent) v. Puget Sound Electric Ry. Lights at O'Brien station. Lights installed. Closed.

No. 1317. Citizens (Dryden) v. Great Northern Railway Co. Station facilities. Transferred to formal hearing No. 1821.

No. 1318. W. E. Kinsel (Portland, Oregon) v. Oregon-Washington Corporation. Rates. Tariff rates charged. Closed.

No. 1319. Western Salmon Depot (Seattle) v. Palmer Bros. Stage rates. No jurisdiction. Closed.

No. 1320. Wagner Elec. Mfg. Co. (Seattle) v. Pacific Coast Steamship Co. Wharfage rates. Interstate. No jurisdiction. Closed.

No. 1321. American Audit Co. (Spokane) v. Northern Pacific Railway Co. Refund. Tariff rates charged. Closed.

No. 1322. A. C. Perrin (Spokane) v. Water Works. Cards on meters. City plant. No jurisdiction. Closed.

No. 1323. Ira M. Gilley (Coulee City) v. Northern Pacific Railway Co. Stock yards facilities. Facilities provided. Closed.

No. 1324. Prosser Flouring Mills (Prosser) v. O.-W. R. & N. Co. Milling in transit rates. No formal complaint filed. Closed.

No. 1325. E. K. Bull (Cedar Falls) v. C., M. & St. P. Ry. Co. Station facilities at Change Creek. Transferred to formal hearing No. 1674.

No. 1326. Elbert M. Chandler (Burbank) v. Pacific Telephone & Telegraph Co. Service. Service installed. Closed.

No. 1327. C. R. Pierce, et al., (Olympia) v. Chicago, Milwaukee & St. Paul Railway Co. Railroad construction. No jurisdiction. Closed.

No. 1328. E. C. McDonnough (Albany, Or.) v. Pacific Coast S. S. Co. Overcharge. Interstate. No jurisdiction. Closed.

No. 1329. Sam L. Crawford (Chehalis) v. Oregon-Washington Corporation. Bad meter. Complaint withdrawn. Closed.

No. 1330. J. E. Graves (Tacoma) v. Puget Sound Electric Ry. Discourtesy to passengers. Conditions remedied. Closed.

No. 1331. Chamber of Commerce (Olympia) v. Shelton Transportation Co. Discrimination (liquor). Closed.

No. 1332. O. A. Turnbow (Palouse) v. Telephone Co. Discrimination. No formal complaint filed. Closed.

No. 1333. In the matter of Rules Governing Warehouses and Warehousemen. Transferred to formal hearing No. 1713.

No. 1334. Geo. W. Rowan (Castle Rock) v. Castle Rock Water Co. Installing meter. Same as No. 1398.

No. 1335. Sumner Lumber & Shingle Co. (Seattle) v. Northern Pacific Railway Co. Refund. Refund made. Closed.

No. 1336. American Audit Co. (Spokane) v. O.-W. R. & N. Co. Overcharge. Barred by statute of limitations. Closed.

No. 1337. Geo. Keating (Algona) v. Puget Sound Electric Ry. Light service. Service given. Closed.

No. 1338. W. G. Waite (Bellingham) v. Northern Pacific Railway Co. Fencing right-of-way. Fence ordered. Closed.

No. 1339. Jacob De May (South Bend) v. Willapa Electric Co. Duplicate meter. Complainant satisfied. Closed.

No. 1340. T. W. Burglehaus (Seattle) v. Pacific Northwest Traction Co. Refund on tickets. Transferred to formal hearing No. 1648.

No. 1341. Carl P. Staeger (Dryad) v. Electric Light Co. Service. Dropped by complainant. Closed.

No. 1342. W. S. Wilkinson (Walla Walla) v. Telephone Co. Deposit. Tariff deposit collected. Closed.

No. 1343. Valley Central Grange No. 343 (Kent) v. Puget Sound Electric Ry. Crossing bells. Bells repaired. Closed.

No. 1344. A. L. Ostrander (Olympia) v. O.-W. R. & N. Co. Refund on ticket. Refund made. Closed.

No. 1345. Tacoma Tug and Barge Co. (Tacoma) v. Sunset Telephone & Telegraph Co. Vacation rates. According to tariff. Closed.

No. 1346. W. W. Winkle (Walla Walla) v. Pacific Tel. & Tel. Co. Telephone deposit. According to tariff. Closed.

No. 1347. Town of Sumas v. Sumas Water Co. Service. Pending.

No. 1348. Madison Lumber & Mill Co. (Lewiston, Idaho) v. Northern Pacific Railway Co. Leases. No jurisdiction. Closed.

No. 1349. National Wool Growers' Association (Salt Lake) v. Railways. Rates livestock. No formal complaint filed. Closed.

No. 1350. Chamber of Commerce (Arlington) v. Telephone Companies. Phone connections. Transferred to formal hearing No. 1792.

No. 1351. Port Townsend Brewing Co. (Port Townsend) v. Puget Sound Naval Station Route. Damage to freight. No jurisdiction. Closed.

No. 1352. E. I. Wheeler (Genesee, Idaho) v. F. L. Morse. Violating nine-hour law. Federal Act. No jurisdiction. Closed.

No. 1353. G. H. Fitzgerald (Omak) v. Great Northern Railway Co. Freight service Omak. Complainant satisfied. Closed.

No. 1354. J. E. Gwinnett (Kent) v. Northern Pacific Railway Co. Gates on right-of-way fence. No jurisdiction. Closed.

No. 1355. C. A. Cooper (Underwood) v. Spokane, Portland & Seattle Railway Co. Station at Underwood. No business. Closed.

No. 1356. Washington Brick, Lime & Sewer Pipe Co. (Spokane) v. Great Northern Railway Co. Misrouting to Wood Spur. Transferred to formal hearing No. 1418.

No. 1357. Attalia Dairy Products Co. (Attalia) v. American Express Co. Rates butter. Covered by new tariffs. Closed.

No. 1358. C. V. Miller (Seattle) v. Pacific Telephone & Telegraph Co. Phone removal charge. Settled. Closed.

No. 1359. John Tinker (Everett) v. Everett Railway & Light Co. Overcharge water. Closed.

No. 1360. City of Renton (Renton) v. Puget Sound Traction, Light & Power Co. Street light rates. Information furnished. Closed.

No. 1361. O. E. Beebe (Maple Falls) v. George King. Water service. Closed.

No. 1362. Le Roy Delong (Seattle) v. City of Seattle. Meter test. City plant. No jurisdiction. Closed.

No. 1363. Ira B. Moore (Olympia) v. Pacific Telephone & Telegraph Co. Phone installation. Installed. Closed.

No. 1364. George E. Boos (San Francisco) v. Railways. Free transportation. Ruling that passes could not be furnished. Closed.

No. 1365. Otte E. Rehmke (Oroville) v. Chicago, Milwaukee & St Paul Railway Co. Overcharge cattle. Interstate. No jurisdiction. Closed.

No. 1366. Mrs. C. S. Ebbesen (Tacoma) v. Tacoma Railway & Power Co. Service to Cosgrove. Denied. Closed.

No. 1367. Council Federated Clubs (Everett) v. Pacific Northwest Traction Co. Commutation fares. Transferred to formal hearing No. 1648.

No. 1368. Mercantile Club (Custer) v. Great Northern Railway Co. Facilities at Custer. Facilities improved. Closed.

No. 1369. A. L. Porter (Spokane) v. Phoenix Lumber Co., et al. Misbilling freight. Correctly billed. Closed.

No. 1370. Western Retail Lumbermen's Association (Spokane) v. Hewitt, Lea, Funk Co. Misbilling freight. Pending.

No. 1371. Jesse G. Van Doozer (Portland) v. Logging Railroad. Fencing right-of-way. Information furnished. Closed.

No. 1372. Walla Walla Brewing Co. (Walla Walla) v. Northern Pacific Railway Co. Overcharge beer shipment. No formal complaint. Closed.

No. 1373. Chehalis & Bolistfort Telephone Co. (Curtis) v. Pacific Telephone & Telegraph Co. Connections. No formal complaint. Closed.

No. 1374. Frederick C. Nolf (Seattle) v. Oregon-Washington Railroad & Navigation Co. Storage charge baggage. No loss sustained. Closed.

No. 1375. Chris. Jeske (Warden) v. C., M. & St. P. Ry. Co. Fencing right-of-way. Closed.

No. 1376. C. P. Hussey (Auburn) v. Bilkins Shipping Co. Overcharge. Complainant satisfied. Closed.

No. 1377. P. H. Daly (Hillyard) v. Great Northern Railway Co. Violation full crew law. Not proven. Closed.

No. 1378. Citizens (Govan) v. Northern Pacific Railway Co. Re-opening station. Dropped by complainants. Closed.

No. 1379. Fords Prairie Coal Co. (Centralia) v. Railroads. Coal rates. Interstate. No jurisdiction. Closed.

No. 1380. Belfast Grange (Bow) v. Great Northern Railway Co. Train service. Dropped by complainant. Closed.

No. 1381. C. L. Shuler (Goldendale) v. Spokane, Portland & Seattle Railway Co. Damage household goods. Adjusted. Closed.

No. 1382. Dungeness Co-operative Creamery Co. (Sequim) v. H. J. Bugge. Wharfage on butter. Transferred to formal hearing No. 1716.

No. 1383. Mark Graves (Puyallup) v. Tacoma Railway & Power Co. Transfers. Settled. Closed.

No. 1384. Rev. Theo. Sharpe (Elma) v. Northern Pacific Railway Co. Loss of household goods. Claim paid. Closed.

No. 1385. Similkameen Trading Co. (Nighthawk) v. Great Northern Railway Co. Rates on salt. Pending.

No. 1386. H. D. Merritt (Spokane) v. O.-W. R. & N. Co. Overcharge fare. Tariff charged. Closed.

No. 1387. Paul Thonney (Dixie) v. Northern Pacific Railway Co. Rates on sand. Rates not unreasonable. Closed.

No. 1388. C. F. Whaley (St. Paul, Minn.) v. Pacific Power & Light Co. Service. Adjusted. Closed.

No. 1389. Wenatchee Milling Co. (Wenatchee) v. Great Northern Railway Co. Wheat rates Wenatchee to Entiat. Rates adjusted. Closed.

No. 1390. Chas. King (Seattle) v. Richmond Beach Telephone & Power Co. Disconnecting charge. Closed.

No. 1391. Thos. C. Forsyth (Orient) v. Railroads. Fencing right-of-way. No data furnished. Closed.

No. 1392. John A. Wendler (Chewelah) v. Chicago, Milwaukee & St. Paul Railway Co. Claim. Claim paid. Closed.

No. 1393. P. J. Fransioli & Co. v. Chicago, Milwaukee & St. Paul Railway Co. Overcharge switching. Pending.

No. 1394. Waldo Shipman (Portland) v. O.-W. R. & N. Co. Overcharge. Claim paid. Closed.

No. 1395. Town of Glacier v. Puget Sound Traction, Light & Power Co. Light rates. Adjusted. Closed.

No. 1396. Residents (Minnick) v. Northern Pacific Railway Co. Waiting room in station. Facilities provided. Closed.

No. 1397. Optimist Club (Stevenson) v. Spokane, Portland & Seattle Railway Co. Train service. Closed.

No. 1398. Mrs. R. Brewer (Portland) v. Castle Rock Water Co. Overcharge. Transferred to formal hearing No. 1789.

No. 1399. Henry G. Williams (Spokane) v. Spokane Traction Co. Hand brake on street cars. Conditions remedied. Closed.

No. 1400. Wm. Powell (Chesaw) v. O.-W. R. & N. Co. Overcharge household goods. Tariff rate charged. Closed.

No. 1401. Geo. A. Nation (Johnson) v. Northern Express Co. Overcharge on poultry. Tariff rate charged. Closed.

No. 1402. Nellie M. Ramsey (Walla Walla) v. Northern Pacific Railway Co. Refund lost ticket. No data furnished. Closed.

No. 1403. Town of Vader v. Little Falls Water Co. Water rates. Transferred to formal hearing No. 979.

No. 1404. E. A. Pettitclerk (Sultan) v. Hicksville-Wheeler Telephone Co. Service. Transferred to formal hearing No. 1799.

No. 1405. Clark & Eaton Co. (LaCrosse) (American Audit Co.) v. O.-W. R. & N. Co. Overcharge. Interstate. Closed.

No. 1406. John R. Cannon (Tumwater) v. Port Townsend Southern. Fencing right-of-way. Data not furnished. Closed.

No. 1407. Robert V. Strong (Mabton) v. Standard Oil Company. Sale kerosene in tanks. No jurisdiction. Closed.

No. 1408. G. M. Russell (Chelan) v. Telephone Company. Discrimination. No data furnished. Closed.

No. 1409. Dr. C. L. Booth (Portland) v. Northern Pacific Railway Co. Sale of coal lands. No jurisdiction. Closed.

No. 1410. C. B. Kegley (Palouse) v. Express Companies. Overcharge. Tariff rates charged. Closed.

No. 1411. State Board of Control (Olympia) v. Tacoma Railway & Power Co. Commutation book for State guards. Prohibited by law. Closed.

No. 1412. Haney Hardware Co. (North Yakima) v. Northern Pacific Railway Co. Interest on refund. Data furnished. Closed.

No. 1413. Violation Towage Rates (Seattle). No formal complaint. Closed.

No. 1414. L. D. Lewis (Seattle) v. Puget Sound Traction, Light & Power Co. Service. Test shows meter accurate. Closed.

No. 1415. B. J. Freeman (Seattle) v. Oregon-Washington Ferry & Navigation Co. Refund on ferry ticket. Denied. Closed.

No. 1416. Similkameen Trading Co. (Nighthawk) v. Great Northern Railway Co. Agent at Nighthawk. Agency re-established. Closed.

No. 1417. Carstens Packing Co. (Tacoma) v. Bellingham & Northern Railway Co. Switching rates. No formal complaint. Closed.

No. 1418. American Audit Co. (Tacoma) v. Northern Pacific Railway Co. Refund. Ruling, no reparation permissible. Closed.

No. 1419. O'Connell Lumber Co. (Winlock) v. Spokane, Portland & Seattle Railway Co. Bad order scales. Scales tested. Closed.

No. 1420. V. Van Houten (Bellingham) v. Otley & Smith, Steamer "Comet." Discrimination. Settled. Closed.

No. 1421. A. C. Wadley (Everett) v. Great Northern Railway Co. Overcharge household goods. Tariff rates charged. Closed.

No. 1422. Citizens (Wynaco) v. Northern Pacific Railway Co. Stopping train. Relief obtained. Closed.

No. 1423. Somers Bros. & Co. (Auburn) v. Pacific Telephone & Telegraph Co. Service. Settled satisfactorily. Closed.

No. 1424. Todd Bros. (Seattle) v. Docks and Boats. Non-billed shipments. Conditions remedied. Closed.

No. 1425. Clear Lake Lumber Co. (Clear Lake) v. Northern Pacific and Pacific Northwest Traction Co. Joint rates. Dropped by complainant. Closed.

No. 1426. Citizens (Sprague) v. Northern Pacific Railway Co. Depot agent. No formal complaint. Closed.

No. 1427. Citizens (Pine Spur) v. Spokane Falls & Northern Railroad. Flag station. Closed.

No. 1428. Twin City Telephone Co. (Pasco) v. Kennewick Valley Telephone Co. Discrimination. No formal complaint. Closed.

No. 1429. Grandview Feed & Fuel Co. (Grandview) v. O.-W. R. & N. Co. Hay rates. Interstate. Closed.

No. 1430. State Bureau of Weights and Measures (Olympia) v. Express Companies. Protest use family type scale. Adjusted. Closed.

No. 1431. B. B. Mercer (Walla Walla) v. O.-W.- R. & N. Co. Train service. Closed.

No. 1432. Martin L. Saboe (Everett) v. Pacific Telephone & Telegraph Co. Rates. Tariff rate charged. Closed.

No. 1433. B. T. Rasch (Aberdeen) v. Pacific Telephone & Telegraph Co. Service. Complaint not well founded. Closed.

No. 1434. Mrs. P. J. McGuire (East Wenatchee) v. Wenatchee Canal Co. Rates. Tariff rates charged. Closed.

No. 1435. Citizens (Walters Station) v. Washington Water Power Co. Change of station. No formal complaint. Closed.

No. 1436. Frank Cain (Vancouver, Wn.) v. Northern Pacific Railway Co. Fencing track. Track removed. Closed.

No. 1437. C. J. Chamberlain (Sherlock) v. Northern Pacific Railway Co. Fencing right-of-way. Fence built. Closed.

No. 1438. L. D. Lewis (Seattle) v. Northwest Traction Co. Auto tires as baggage. No formal complaint. Closed.

No. 1439. Alfred Frischknecht (Connell) v. Northern Pacific Ry. Fencing right-of-way. Fence built. Closed.

No. 1440. Mrs. Elizabeth H. Farrington (Cheney) v. Spokane, Portland & Seattle Railway Co. Killing stock. No jurisdiction. Closed.

No. 1441. Lewis P. Love (Portland) v. Spokane, Portland & Seattle Railway Co. Sidetrack. Settled. Closed.

No. 1442. Executive Committee of Farmers' Union (Marcellus) v. Chicago, Milwaukee & St. Paul Railway Co. Warehouse site at Marcellus. Site secured. Closed.

No. 1443. Citizens (Camas) v. Spokane, Portland & Seattle Railway Co. New station at Vancouver. Dropped by complainants. Closed.

No. 1444. Geo. A. Cotterill (Seattle) v. Pacific Telephone & Telegraph Co. Rates. To be disposed of in general telephone hearing. Closed.

No. 1445. R. W. Kirpatrick (Hoquiam) v. Hoquiam Water Co. Extensions. Extension made. Closed.

No. 1446. A. Hill (Goldendale) v. Pacific Power & Light Co. Rate for power Tariff charges made. Closed.

No. 1447. Northern Clay Co. (Auburn) v. Pacific Telephone & Telegraph Co. Toll rates. To be determined in general telephone hearing. Closed.

No. 1448. Sam Berry & Co. (Spokane) v. Washington Water Power Co. Rates. No formal complaint. Closed.

No. 1449. A. M. Yost & Sons (Edmonds) v. Edmonds Electric Light & Power Co. Lighting rates. Settled. Closed.

No. 1450. Inland Brewing & Malting Co. (Spokane) v. Great Northern Railway Co. Overcharge. No formal complaint. Closed.

No. 1451. Chamber of Commerce (Bellingham) v. Pacific Telephone & Telegraph Co. Extensions. Formal hearing probably necessary. Pending.

No. 1452. Byrne-Turner Co., et al. (Bellingham) v. Great Northern Railway Co. Switching rates. Settled. Closed.

No. 1453. West Sound Mill Co. (Friday Harbor) v. Inter-Island Telephone Co. Overcharge. Tariff rates charged. Closed.

No. 1454. S. L. Lewis (Manette) v. Fred G. Reeve, Steamer "Norwood." Service. Denied. Dock unsafe. Closed.

No. 1455. Citizens (Ferndale) v. Great Northern Railway Co. Train service. No formal complaint. Closed.

No. 1456. Miss Catherine Montgomery (Bellingham) v. Northern Pacific Railway Co. Refund excursion ticket. Denied. Closed.

No. 1457. Harrington Milling Co. (Harrington) v. Great Northern Railway Co. Refund mileage book. Denied. Closed.

No. 1458. Ben Alsop (Monroe, Ore.) v. Northern Pacific Railway Co. Hides lost in transit. Claim paid. Closed.

No. 1459. R. R. White (Sumner) v. Puget Sound Traction, Light & Power Co. Electric light rates. Reduction made in rates. Closed.

No. 1460. Ludwig Doering (Odessa) v. Chicago, Milwaukee & St. Paul Railway Co. Fencing right-of-way. Fence built. Closed.

No. 1461. George A. Peone (Ione) v. Ione Water and Light Co. Charge for connection. Proper charge made. Closed.

No. 1462. Orting Improvement Club (Orting) v. Northern Pacific Railway Co. Fare Orting to Tacoma. Proper fare charged. Closed.

No. 1463. John I. O'Phelan (South Bend) v. Northern Pacific Railway Co. Repairs to bridge. No jurisdiction. Closed.

No. 1464. West Coast Lumber Manufacturing Association (Portland) v. Railways. Switching rates, Tacoma. Information supplied. Closed.

No. 1465. Standard Oil Co. (San Francisco) v. Waterville Railway Co. Tariffs not filed. Tariffs ordered filed. Closed.

No. 1466. E. K. Bull (Cedar Falls) v. Wells Fargo Express Co. Overcharge. Claim adjusted. Closed.

No. 1467. Mrs. H. Ward (Seattle) v. Seattle Lighting Co. Gas service rates. Tariff rates charged. Closed.

No. 1468. Error.

No. 1469. Ella L. Mitchell (Seattle) v. O.-W. R. & N. Co. Under collection for ticket. Tariff rate ordered paid. Closed.

No. 1470. Charles Nelson (Seattle) v. Great Northern Railway Co. Overcharge. Interstate. No jurisdiction. Closed.

No. 1471. John W. McCutcheon (Chehalis) v. Washington-Oregon Corporation. Service. Relief secured. Closed.

No. 1472. In re accident Stampede Tunnel. Investigation made. Closed.

No. 1473. John Ertl (Newport) v. O.-W. R. & N. Co. Overcharge household goods. Tariff rate charged. Closed.

No. 1474. Commission v. Puget Sound Electric Railway. Transfers Puyallup lines. Transfers granted. Closed.

No. 1475. T. J. Church (Seattle) v. Pacific Telephone & Telegraph Co. Phone service. Settled. Closed.

No. 1476. Citizens (Camden) v. Great Northern Railway Co. Fencing right-of-way. Company ordered to fence. Closed.

No. 1477. Coulee City v. Great Northern Railway Co. Keeping depot open. Business will not justify better facilities. Closed.

No. 1478. Pomeroy Mercantile Co. (Spokane) (American Audit Co.) v. O.-W. R. & N. Co. Interest on overcharge. Data furnished. Closed.

No. 1479. C. S. Reinhart (Olympia) v. Pacific Telephone & Telegraph Co. Rates. Investigation made. Closed.

No. 1480. O. W. Mandahl (Sedro Woolley) v. Sedro Woolley Water Co. Rates. Tariff rates charged. Closed.

No. 1481. Krupp Hardware Co. (Spokane) (American Audit Co.) v. Great Northern Railway Co. Refund. Formal complaint to be filed. Closed.

No. 1482. Gould Lumber Co. (Ballard Station, Seattle) v. Great Northern Railway Co. Overcharge. Lumber. Interstate. No jurisdiction. Closed.

No. 1483. J. B. McCain (Port Angeles) v. Port Angeles Water Company. Extensions. Governed by city franchise. Closed.

No. 1484. F. D. Brower (Granger) v. Northern Pacific Railway Co. Irrigation right-of-way. Closed.

No. 1485. Sequest Bros. (Portland, Ore.) v. Silver Lake Railway & Lumber Co. No tariffs filed. Being investigated. Pending.

No. 1486. Commercial Club (Woodland) v. Pacific Tel. & Tel. Co. and Northwestern Long Distance Telephone Co. Consolidation of service. Adjusted. Closed.

1487. W. H. Hildebrand (Bellingham) v. Pitman and Douglas (Launch "Marguerite"). Fare. No formal complaint. Closed.

No. 1488. Ed Brown (Custer) v. Railroads. Freight rates. Interstate. No jurisdiction. Closed.

No. 1489. Goldy & Dirks (Pallsades) v. Northern Pacific Railway Co. Overcharge. Settled. Closed.

No. 1490. Hollins & Withers (Spokane) v. Northern Pacific Railway Co. Switching service. Service improved. Closed.

No. 1491. Reliable Hauling & Storage Co. (Seattle) v. Northern Pacific Railway Co. Damages. Interstate. No jurisdiction. Closed.

No. 1492. Allred & James (Centralia) v. Northern Pacific Railway Co. Rates on sand and gravel. No formal complaint filed. Closed.

No. 1493. Cedar Canyon Telephone Co. (Turk) v. Farm & City Telephone Co. Service exchange. Settled. Closed.

No. 1494. H. B. Smith (Merritt) v. Great Northern Railway Co. Crossing. No jurisdiction. Closed.

No. 1495. J. E. Shields (Seattle) v. Great Northern Railway Co. Overcharge. Interstate. No jurisdiction. Closed.

No. 1496. R. L. Blackburn (Ephrata) v. Water Company. Contaminated water supply. Transferred to formal hearing No. 1743.

No. 1497. A. R. McClaskey (Albion) v. O.-W. R. & N. Co. Change name of station. Name changed. Closed.

No. 1498. Martin E. Johnson (Maxwelton)) v. Maxwelton Dock. Service. Relief denied. Closed.

No. 1499. Wm. E. Atwood (Wheeler) v. Northern Pacific Railway Co. Cattle guards and right-of-way fence. Settled. Closed.

No. 1500. Novelty Iron Works (Bellingham) v. Puget Sound Traction, Light & Power Co. Rates. Ruling made. Closed.

No. 1501. H. H. Davis (Pasco) v. Northern Pacific Express Co. Rates. Interstate. No jurisdiction. Closed.

No. 1502. J. A. Gordon (Groville) v. Great Northern Railway Co. Fencing right-of-way. Fence promised. Closed.

No. 1503. W. B. Saterlee (Tacoma) v. Steamer Iroquois. Damages. No jurisdiction. Closed.

No. 1504. Federal Valuation of Railways. Pending.

No. 1505. L. D. Williams (Ilwaco) v. North Shore Light & Power Co. Overcharge. No formal complaint filed. Closed.

No. 1506. Carl A. Button (Lacenter) v. River Steamboat Companies. Freight rates. Interstate. No jurisdiction. Closed.

No. 1507. Fred E. Ekblom (Seattle) v. Seattle, Renton & Southern Railroad Co. Rates. Transferred to formal hearing No. 1748.

No. 1508. U. S. Forest Service (Bellingham) v. Skagit River Telephone & Telegraph Co. Connections. Data furnished. Closed.

No. 1509. Citizens (Chewelah) v. Great Northern Railway Co. Cattle shipping facilities. No formal complaint filed. Closed.

No. 1510. D. M. McCausey (Sunset) v. O.-W. R. & N. Co. Freight agent. Business does not justify. Denied. Closed.

No. 1511. Thomas Gleason (Badger) v. Northern Pacific Railway Co. Stopping trains. Flag station. Relief secured. Closed.

No. 1512. A. J. Benton (Langley) v. Jos. F. Brown (Brown's Point Wharf). Discrimination. Conditions remedied. Closed.

No. 1513. Commission (Olympia) v. Olympia Light & Power Co. Violation of electrical construction code. Condition remedied. Closed.

No. 1514. J. B. Foadick (Chelan Falls) v. Great Northern Railway Co. Train service Chelan Falls. Transferred to formal hearing No. 1751.

No. 1515. Mrs. E. Hackley (Spokane) v. A. H. Rudy. Water service. No formal complaint filed. Closed.

No. 1516. James Kiefer (Seattle) v. Northern Pacific Railway Co. Delayed freight. Conditions remedied. Closed.

No. 1517. F. M. Jordan (Seattle) v. Seattle Lighting Co. Service. Service secured. Closed.

No. 1518. Angeles Brewing Co. (Port Angeles) v. Steamer "City of Angeles." Rates. Transferred to formal hearing.

No. 1519. Columbia Ice & Cold Storage Co. (Wenatchee) v. Great Northern Railway Co. Icing and switching charges. Tariff rates charged. Closed.

No. 1520. H. B. Robinson (Mineral Springs) v. Spokane, Portland & Seattle Railway Co. Station facilities. To be taken up direct with company. Closed.

No. 1521. James Kiefer et al. (Seattle) v. Puget Sound Traction, Light & Power Co. Car service East Madison Street. Service improved. Closed.

No. 1522. I. A. Frazier (Olympia) v. Pacific Telephone & Telegraph Co. Installation of phone. Service secured. Closed.

No. 1523. Ellison-White Chautauqua System (Portland, Ore.) v. Great Northern Railway Co. Violation of agreement. Settled. Closed.

No. 1524. Lehigh Portland Cement Co. (Spokane) v. Great Northern Railway Co. Refund. Complaint withdrawn. Closed.

No. 1525. Northern Pacific Railway Co. (Everett) v. Ben Lomond Mining Co. Refund. Transferred to formal hearing No. 1428.

No. 1526. W. L. Bass (Badger) v. Northern Pacific Railway Co. Overcharge on water. Conditions remedied. Closed.

No. 1527. D. E. Marriott, et al. (Seattle) v. Seattle Lighting Co. Gas extensions.

No. 1528. J. A. Walker (Seattle) v. Manitou Beach Wharf Co. Discrimination. Withdrawn by complainant. Closed.

No. 1529. R. B. Bower (Seattle) v. Pacific Telephone & Telegraph Co. Service. To be determined at general telephone hearing. Closed.

No. 1530. P. Cottler (Morton) v. Morton Electric Co. Pay for transformer. Inquiry answered. Closed.

No. 1531. Elliott Bay Tug and Barge Co. (Seattle) v. Puget Sound & Baker River Railway Co. Tug service. No formal complaint filed. Closed.

No. 1532. Kitsap County Transportation Co. (Seattle) v. Launch "Tango." Operating without filing schedule. Referred to attorney general for prosecution.

No. 1533. Priest Rapids Water Corporation (Seattle) v. Pacific Power & Light Co. Rates. Inquiries answered. Closed.

No. 1534. Pacific Coast Pipe Co. (Seattle) v. Washington-Oregon Corporation. Rates and service. Cause of complaint as to service satisfied. Closed.

No. 1535. Washington Route (Seattle) v. Tracyton Dock. Rates. Complainant in error. Closed.

No. 1536. Petition of Jennie E. Preshing to file telephone tariffs (Bridgeport). Tariffs filed. Closed.

No. 1537. Far West Clay Co. (Tacoma) v. Puget Sound Naval Station Route. Overcharge. No tariff on file. Closed.

No. 1538. Howard D. Thomas (Seattle) v. Pacific Telephone & Telegraph Co. Rates. Tariff rates charged. Closed.

No. 1539. Albers Bros. Milling Co. (Seattle) In re grain grades. Not pressed by complainant. Closed.

No. 1540. James Fea (Seattle) v. Pacific Tel. & Tel. Co. Overcharge. Refund made. Closed.

No. 1541. R. H. Fry (Olympia) v. Pacific Telephone & Telegraph Co. Overcharge. Complaint not justified. Closed.

No. 1542. W. G. Ashley (Olympia) v. Washington Public Service Company. Water extension. No formal complaint. Closed.

No. 1543. R. G. Blair et al. (Attalia) v. Attalia Land Co. Investigated. Pending.

No. 1544. P. J. Fransioli & Co. (Seattle) v. Chicago, Milwaukee & St. Paul Railway Co. Freight charges. Settled. Closed.

No. 1545. Albers Bros. Milling Co. (Seattle) v. O.-W. R. & N. Co. Refund. Interstate. No jurisdiction. Closed.

No. 1546. David Whitcomb (Seattle) v. Richmond Beach Telephone & Power Co. Increased rates. Tariff rates charged. Closed.

No. 1547. N. & M. Lumber Co. (Rochester) v. C., M. & St. P. Ry. Co. Refund. Denied. Charges based on proper mileage. Closed.

No. 1548. Ida McClintic (Seattle) v. McDowell Steamship Co. Refund on ticket. Transferred to formal hearing No. 1782.

No. 1549. Harkins Transportation Co. (Portland) v. Boat Line. Different charges. Interstate. No jurisdiction. Closed.

No. 1550. Wm. Greenleaf (Kent) v. Kent & Renton Telephone Co. Increased rate. Pending general telephone hearing. Closed.

No. 1551. J. A. Boyce et al. (Seattle) v. McDowell Steamship Co. Rates. Transferred to formal hearing No. 1782.

No. 1552. Town of Marysville v. Great Northern Railway Co. Station facilities. No formal complaint. Closed.

No. 1553. Albert Anderson (Bridgeport) v. Bridgeport Development Co. Water service.

No. 1554. The Washington Route (Seattle) v. Chico Dock. Unsafe wharf. Investigation made and owners ordered to place in safe condition. Closed.

No. 1555. H. F. Clodius, Jr. (Ilia) v. C. A. Cook. Ilia Warehouse Service. Conditions remedied. Closed.

No. 1556. Kitsap Transportation Co. (Seattle) v. Steamer "Athone." Violating tariff rates. Pending.

No. 1557. A. E. Schenken (Seattle) v. Pacific Tel. & Tel. Co. Rates. Proper charges made. Closed.

No. 1558. Farmers' Co-operative Association (Washougal) v. Northwestern Electric Co. Crossing construction. Conditions ordered remedied. Closed.

No. 1559. King County Pomona Grange (Maple Valley) v. C., M. & St. P. Ry. Co. Passenger rates. Covered by new tariff filed. Closed.

No. 1560. M. F. Gilbert (Peshastin) v. Peshastin Orchards Ditch Co. Service. Improvements promised. Closed.

No. 1561. John H. Sharry (Attalia) v. Attalia Land Co. Rates. Tariff rates charged. Closed.

No. 1562. Poole Hardware Co. (Waterville) (American Audit Co.) v. Great Northern Railway Co. Rates. No formal complaint. Closed.

No. 1563. Home Telephone Co. (Ethel) v. Farmers' Telephone Co. Interchange of service. Adjusted between companies. Closed.

No. 1564. Wenatchee Milling Co. (Wenatchee) v. Great Northern Railway Co. Overcharge. Refund made. Closed.

No. 1565. Investigation of coal weights. Investigation completed. Closed.

No. 1566. Crab Creek Lumber Co. (North Yakima) v. Yakima Valley Transportation Co. Rates. Ruling made. Closed.

No. 1567. W. A. Keene (Seattle) v. Great Northern Railway Co. Overcharge. Tariff rate charged. Closed.

No. 1568. Balfour, Guthrie & Co. (Tacoma) v. Northern Pacific Railway Co. Claim loss of grain. Interstate. Closed.

No. 1569. Elma Shingle Co. (Elma) v. C. M. & St. P. Ry. Co. Rate on shingles. Tariff rate charged. Closed.

No. 1570. H. L. Chard (Pomeroy) v. O.-W. R. & N. Co. Lease. Warehouse site. No jurisdiction. Closed.

No 1571. Harry H. Johnson (Tacoma) v. East Side Launch Co. Service. Pending.

No. 1572. R. M. Hayes (Olympia) v. Olympia Gas Company. Service. Information given. Closed.

No. 1573. J. W. Goss (Metaline Falls) v. Metaline Falls Light & Power Co. Rates. In litigation in Superior Court.

No. 1574. H. E. Robinson (White Bluffs) v. C., M. & St. P. Ry. Co. Employes carrying fruit free. Condition remedied. Closed.

No. 1575. Carnegie Library (South Bend) v. N. W. Electric & Water Works. Rates. Investigation had. Suggestion for settlement made. Closed.

No. 1576. Home Telephone Co. (Ethel) v. Washington-Oregon Corporation. Violating electrical code. Investigated. Pending.

No. 1577. Wenatchee Valley Fruit Growers' Association (Wenatchee) v. Great Northern Railway Co. Refusal to furnish cars. Cars furnished. Closed.

No. 1578. J. S. Jamieson (Bellingham) v. Northern Pacific Railway Co. Drainage right-of-way. Relief secured. Closed.

No. 1579. Rev. S. V. Warren (Vancouver) v. Northern Pacific Railway Co. Freight on automobiles. Correct rate charged. Closed.

No. 1580. Leland Hotel (Spokane) v. Wash. Water Power Co. Overcharge power. Correct rate charged. Closed.

No. 1581. Error.

No. 1582. W. E. Newsom (Portland) v. Great Northern Railway Co. Freight facilities at Index. Facilities provided. Closed.

No. 1583. Kulzer Lumber Co. (Valley) v. Great Northern Railway Co. Car service.

No. 1584. E. N. Sears (Seattle) v. Anderson Steamboat Co. Service. Information furnished. Closed.

No. 1585. Hotel Savoy Co. (Seattle) v. Western Union Tel. Co. Service. Conditions improved. Closed.

No. 1586. Harrington & Peters (Seattle) v. Northern Pacific Railway Co. Bond for freight. Information furnished. Closed.

No. 1587. School District Pe Ell (Tacoma) v. Washington Pipe & Foundry Co. Water service. Transferred to formal hearing No. 1780.

No. 1588. F. L. Carr (Montesano) v. Northwest Elec. & Water Works. Electric service. Conditions improved. Closed.

No. 1589. Greenbank Co. (Tacoma) v. Inland Transportation Co. Boat service. Transferred to formal hearing No. 1817.

No. 1590. John Deere Plow Co. (Spokane) v. Northern Pacific Railway Co. Freight on gas engines. Transferred to formal hearing.

No. 1491. W. R. Colby, Jr. (Seattle) v. C., M. & St. P. Ry. Co. Blocking crossings. Conditions remedied. Closed.

No. 1592. P. H. Johns (Tacoma) v. Northern Pacific Railway Co. Delayed train. Investigation made. Closed.

No. 1593. John Woodhouse (Seattle) v. Galbraith Dock. Wharfage charges. Pending.

No. 1594. Citizens (Freeman) v. Spokane & Inland Empire R. R. Agent at Freeman. Negotiations to secure joint station service with O.-W. R. & N. Pending.

No. 1595. Mayview Farmers' Union (Mayview) v. John F. Worum. Service. Conditions remedied. Closed.

No. 1596. Pacific Coast Shippers' Association (Seattle) v. Great Northern Railway Co. Overcharge. Refund made. Closed.

No. 1597. W. J. Lawton (Tumwater) v. Pacific Tel. & Tel. Co. Service. Pending.

No. 1598. W. W. Harrison (Seattle) v. Seattle Lighting Co. Service. Pending.

No. 1599. G. J. Reiter (Port Angeles) v. Inland Navigation Co. Overcharge fare. Tariff rate charged. Closed.

No. 1600. M. O. Greene (Tacoma) v. Tacoma & Olympia Nav. Co. Refusal to check baggage. Baggage rules followed. Closed.

No. 1601. A. E. Cagwin (Olympia) v. Public Service Company. Water. Service furnished. Closed.

No. 1602. A. B. Hughes (Centralia) v. O.-W. R. & N. Co. Switching charges. Transferred to formal hearing No. 1784.

No. 1603. W. E. Southard (Wilson Creek) v. Pacific Tel. & Tel. Co., et al. Service. No formal complaint. Closed.

No. 1604. Mike Grotting (Seattle) v. Great Northern Railway Co. Lost baggage. No jurisdiction. Closed.

No. 1605. Edith Dahl (Tacoma) v. Tacoma Gas Co. Overcharge. Refund made. Closed.

No. 1606. Thos. Porter (Hoquiam) v. Hoquiam Water Co. Service. Service secured. Closed.

No. 1607. T. M. Elliott (Brewster) v. Great Northern Railway Co. Right-of-way. No jurisdiction. Closed.

No. 1608. Wash. Port. Cement Co. (Seattle) v. Great Northern Railway Co. Absorbing switching. Complaint withdrawn. Closed.

No. 1609. Sound Tel. Co. (Lakebay) v. Sunset Tel. Co. Exchange rates. Adjusted. Closed.

No. 1610. Alaska Junk Co. (Seattle) v. O.-W. R. & N. Co. Weighing overcharge. Correct rate charged. Closed.

No. 1611. City of Roslyn v. Northern Pacific Railway Co. Blocking crossings. Conditions remedied. Closed.

No. 1612. M. Seller & Co. (Spokane) v. Wash. Water Power Co. Rates. Tariff rate charged. Closed.

No. 1613. E. C. Lawler (Raymond) v. Northwest Electric Works. Installing meter. Data furnished. Closed.

No. 1614. O'Neill Grain Co. (Spokane) v. C., M. & St. P. Ry. Co. Switching. Tariff rates charged. Closed.

No. 1615. Dunning & Erich (Harrington) v. Great Northern Railway Co. Demurrage. Pending.

No. 1616. David L. Davis (Seattle) v. A. Meerscheldt. Meter charge. Reasonable charge made. Closed.

No. 1617. Chamber of Commerce (Pullman) v. Wash. Water Power Co. Rates. Closed, pending valuation hearing which has been ordered.

No. 1618. Citizens (Downs) v. Great Northern Railway Co. Station agent. Conditions remedied. Closed.

No. 1619. L. J. Abraham (Auburn) v. Puget Sound Traction, Light & Power Co. Light service. Service furnished. Closed.

No. 1620. E. J. Strelan (Seattle) v. Northern Pacific Railway Co. Hay rates Natchez. Pending.

No. 1621. F. W. Harris (Renton) v. Puget Sound Traction, Light & Power Co. Rates. Investigation being made. Pending.

No. 1622. W. F. Baker (Seattle) v. Pac. Tel. & Tel. Co. Service. Phone installed. Closed.

No. 1623. Pacific Coast Shippers' Association (Seattle) v. Great Northern Railway Co. Excessive minimum weight. Pending.

No. 1624. Nels D. Nelson (Hoquiam) v. Hoquiam Water Co. Meter rates. Tariff rate charged. Closed.

No. 1625. Optimist Club (Stevenson) v. Spokane, Portland & Seattle Ry. Train service. Service improved. Closed.

No. 1626. Bancroft & Snyder (Everett) v. Everett Ry., Light & Water Co. Service. Being investigated. Pending.

No. 1627. Far West Clay Co. (Tacoma) v. Railways. Demurrage. Pending.

No. 1628. Mrs. F. M. Larned (Olympia) v. Pacific Tel. & Tel. Co. Overcharge. Pending.

No. 1629. Edward C. Fox (Seattle) v. Pacific Tel. & Tel. Co. Service. Service restored. Closed.

No. 1630. Spokane Lodge Brt. of R. R. Trainmen (Spokane) v. Northern Pacific Railway Co. Violation full crew law. Pending.

No. 1631. Ford Motor Co. (Seattle) v. Northern Pacific Railway Co. Refund switching charges. Refund denied. Closed.

No. 1632. J. E. Proctor (Wenatchee) v. Great Northern Railway Co. Removal spur track. Complainant misinformed. Closed.

No. 1633. Mashell Paint Co. (Tacoma) v. Tacoma Wharves. Rates. Pending.

No. 1634. A. W. Doland (Spokane) v. Northern Pacific Railway Co. Claim for lost sugar. Being investigated. Pending.

No. 1635. W. Willis Clark (Oroville) v. Great Northern Railway Co. Fencing right-of-way. Pending.

No. 1636. C. E. Schrengohst (Sumner) v. Puget Sound Electric Ry. Abandonment station at Bluffs. Transferred to F. H. No. 18, reopened.

No. 1637. John H. Robblee (Puyallup) v. Puget Sound Electric Ry. Service. Transferred to formal hearing No. 1814.

No. 1638. Citizens (Rodna) v. S. P. & S. Ry. Depot and agent. Not justified by business. Closed.

No. 1639. Citizens (Whitney) v. Great Northern Railway Co. Agent Caretaker furnished. Closed.

No. 1640. C. A. Strong (Seattle) v. Pac. Tel. & Tel. Co. Service. Service improved and satisfactory. Closed.

No. 1641. J. P. Brown (Springdale) v. Springdale Water Works. Service. Being investigated. Pending.

No. 1642. A. M. Yost & Sons (Edmonds) v. Edmonds Elec. L. & P. Co. Service. Information furnished. Closed.

No. 1643. F. J. Boewer (Starbuck) v. Starbuck Electric Co. Excessive rates moving picture machines. Pending.

No. 1644. Joe Schlumpf (Seattle) v. Dungeness Wharf. Dockage charge. Being investigated. Pending.

No. 1645. Mrs. John Somars (Camas) v. Camas Water Co. Rates. Settled satisfactorily. Closed.

No. 1646. Islander Pass. & Exp. Co. (Friday Harbor) v. Docks. Unsafe condition. Pending.

No. 1647. George J. Dodson (Snowden) v. O.-W. Tel. Co. Service. Service tendered. Closed.

No. 1648. Wenatchee Valley Fruit Growers' Association (Wenatchee) v. Great Northern Railway Co. Routing cars. Interstate. No jurisdiction. Closed.

No. 1649. Kerr Gifford Co. (Pomeroy) v. E. E. Kettle. Warehouse service. Service ordered. Closed.

No. 1650. Will J. Hubbard (Dayton) v. Pac. Power & Light Co. Wire interference. Inspection ordered. Pending.

No. 1651. G. W. Frank (Burlington) v. C., M. & St. P. Ry. Co. Overcharge household goods. Refund secured. Closed.

No. 1652. A. F. Mittelstardt (Connell) v. Northern Pacific Railway Co. Fencing right-of-way. Fencing ordered. Closed.

No. 1653. Citizens (Centralia) v. Northern Pacific Railway Co. Crossing protection, Locust Street. Protection furnished. Closed.

No. 1654. G. M. Kjolseth (Blue Creek) v. Pac. Tel. & Tel. Co. Connection. Pending.

No. 1655. Chas. A. Anderson (Selah) v. Yakima Valley Trans. Co. Fares. Tariff rates charged. Closed.

No. 1656. H. L. Barth (Kirkland) v. Puget Sound Tract., Light & P. Co. Service to farm. Closed.

No. 1657. Pacific Northwest Trac. Co. (Everett). Petition for use of logging trucks. Use permitted by statute. Closed.

No. 1658. Citizens (Mica) v. O.-W. R. & N. Co. Station at Mica. Improvements ordered. Closed.

No. 1659. Union Fuel & Ice Co. (Spokane) v. O.-W. R. & N. Co. Misrouting. Pending.

No. 1660. C. M. Dunn (Mabton) v. Pac. Power & Light Co. Rates. Pending.

No. 1661. Citizens (Irby) v. Great Northern Railway Co. Station and service. Transferred to formal hearing No. 15.

No. 1662. Caine-Grimshaw Co. (Bellingham) v. C., M. & St. P. Ry. Co. Spur rates on cement. Tariff rates charged. Closed.

No. 1663. John Genson (Kennewick) v. Pac. Power & Light Co. Service. Being investigated. Pending.

No. 1664. G. W. Howard (Spokane) v. Pac. Tel. & Tel. Co. Rates. Being investigated. Pending.

No. 1665. Portland Bridge Co. (Portland, Ore.) v. Great Northern Railway Co. Refund. Pending.

No. 1666. M. Melker (Waterman) v. Dock. Service. Pending.

No. 1667. W. M. Price (Seattle) v. Seattle Lighting Co. Discount. Company advised to effect settlement of claim. Closed.

No. 1668. E. V. Grisvard et al. (Seattle) v. Emmett L. Robbins. Water service at Riverton. Satisfactory service promised. Closed.

No. 1669. Dr. Chas. M. Doland (Spokane) v. Pac. Tel. & Tel. Co. Service. Satisfactory service secured. Closed.

No. 1670. B. R. Stonehouse (Everett) v. Everett Light & Water Co. Connection rates. Tariff rates charged. Closed.

No. 1671. S. H. Staley (Seattle) v. Kitsap County Transp. Co. Rates and service. Pending.

No. 1672. J. H. Dunn, Jr. (Bellingham) v. Pac. Tel. & Tel. Co. Phone deposit. Closed pending order in formal hearing.

No. 1673. John Hoelzley (Seattle) v. Great Northern Railway Co. Overcharge. Tariff rate charged. Closed.

No. 1674. Crescent Mfg. Co. v. Railways. Duplicate station names. Pending.

No. 1675. J. F. Weekley (Dungeness) v. Dungeness Dock. Overcharge. Pending.

No. 1676. Harry J. Ball (McMillin) v. Northern Pacific Railway Co. Closing station. Pending.

No. 1677. A. H. Wiseman (Seattle) v. Olympia & Tacoma Navigation Co. Refund tickets. Complaint withdrawn. Closed.

No. 1678. R. J. Fisk (Rosalia) v. S. & I. E. and C. M. & St. P. Physical connection. Pending.

No. 1679. Chelan Falls Milling Co. (Chelan Falls) v. Great Northern Railway Co. Demurrage. Pending.

No. 1680. J. H. Frazier (Seattle) v. Seattle Lighting Co. Overcharge. Company advised to turn on gas and adjust complaint. Closed.

No. 1681. C. H. Westover (Olympia) v. Great Northern Railway Co. Overcharge. Refund ordered. Closed.

No. 1682. Citizens (Medical Lake, et al.) v. Wash. Water Power Co. Rates. Closed pending valuation hearing.

No. 1683. W. H. Murray (Withrow) v. J. S. Withrow. Water service. Pending.

No. 1684. H. J. Burns (Spokane) v. Pacific Telephone & Telegraph Co. Service. Covered by order in formal hearing. Closed.

No. 1685. W. D. Hunter (Tekoa) v. O.-W. R. & N. Co. Claim. Pending.

No. 1686. James P. Kelly (Seattle) v. ————— Railway
Dirty cars. Pending.

No. 1687. Citizens (Bucoda) v. Northern Pacific Railway Co. Clos-
ing station. Pending.

No. 1688. Citizens (Porter) v. Northern Pacific Railway Co. Clos-
ing station. Pending.

No. 1689. Rudolph Hackenberg (Underwood) v. S. P. & S. Ry. Co.
Claim. No jurisdiction. Closed.

No. 1690. Henry C. Heermans (Olympia) v. Knox Auto Service.
Refund. No jurisdiction. Closed.

No. 1691. Henry Sines (Entiat) v. Great Northern Railway Co.
Overcharge. Interstate. No jurisdiction. Closed.

REPORT OF ENGINEERING DEPARTMENT.

OLYMPIA, WN., December 1, 1914.

The Public Service Commission of Washington, Olympia, Washington:

GENTLEMEN: I am submitting herewith a report covering the work done by your Engineering Department during the year ending November 30, 1914.

The more important investigations handled during the past year may be summarized as follows:

PACIFIC POWER & LIGHT COMPANY.

This case involved an appraisal and rate investigation of all the electric properties of the Pacific Power & Light Company in Washington, together with similar investigations of the properties of the company located in Oregon which are physically connected to the Washington properties. The valuation work was approximately 75 per cent complete on November 30, 1913, the remaining valuation work and the rate investigation work being done during the past year. The total cost of the work of the Engineering Department was \$11,541.07.

NORTH YAKIMA GAS CASE.

This case involved an appraisal and rate investigation of the North Yakima gas property of the Pacific Power & Light Company. The valuation work was approximately 80 per cent complete on November 30, 1913, the balance being done during the past year. The total cost of the work of the Engineering Department was \$666.37.

PUGET SOUND ELECTRIC CASE.

An appraisal of the Puget Sound Electric Railway was made in 1909, for the Railroad Commission, and in 1913 and 1914 the property was re-appraised and a rate investigation made. The re-appraisal was about 85 per cent complete on November 30, 1913, being completed during the past year. The rate investigation was all made during the past year. The total cost of the work of the Engineering Department was \$1,123.04.

GRAYS HARBOR CASE.

The complaint as to the street car rates between Aberdeen and Cosmopolis necessitated a rate investigation and appraisal of all of the property of the Grays Harbor Railway & Light Company. The appraisal proper was about 40 per cent complete on November 30, 1913, the balance of the work being completed during the past year. The total cost of the work of the Engineering Department was \$3,472.63.

NACHES TELEPHONE CASE.

In this case the charges for connecting subscribers of the Lower Naches Telephone Company with lines of the Pacific Telephone & Telegraph Company through the North Yakima exchange were complained of and a traffic study and rate analysis was conducted by this department. The cost of the work was \$264.51.

COWICHEE TELEPHONE CASE.

The complaint in this case necessitated an appraisal of the property of the Cowichee Telephone Company, together with an analysis of the records of that company and of the operating relations between it and the Pacific Telephone & Telegraph Company through the North Yakima exchange of the latter company. The cost of the work of the Engineering Department was \$208.31.

SEATTLE GAS CASE.

The complaints against the Seattle Lighting Company challenged the rates and also the rules and regulations of that company and a complete appraisal of the property and analysis of the records of the company was made during the past year. The report is at present complete and ready for the hearing. The total cost of the work of the Engineering Department has been \$4,665.15.

SEATTLE, RENTON & SOUTHERN CASE.

In order that the Commission could, with a minimum of delay, consider an application for an increase of rates by the Seattle, Renton & Southern Railway an appraisal and rate investigation was made using a field inventory which had been found correct by engineers for the city and engineers for the superior court. Later a complete appraisal of the property was made by this department which differed by less than 1 per cent from the appraisal which was made using the inventory agreed on by the engineers of the city and the superior court. The total cost of the work of the Engineering Department was \$2,196.99.

PACIFIC NORTHWEST TRACTION CASE.

This case grew out of a complaint as to the rates from Everett to suburban points and vice versa and a similar complaint with respect to Seattle and suburban points. A complete appraisal of the property, together with an analysis of the books of the company was made. The report is complete and ready for the hearing. The total cost of the work of the Engineering Department has been \$1,881.23 which does not include the compensation of real estate experts.

RICHMOND BEACH TELEPHONE CASE.

This case involved an appraisal of the property of the Richmond Beach Telephone Company and the analysis of the records of that company to determine the reasonableness of the telephone rates in Richmond Beach and between there and Seattle. The work cost \$51.31.

PORT TOWNSEND CASE.

The Key City Light & Power Company owns the electric and gas properties in Port Townsend and as the entire rate schedule of the company was challenged an appraisal of the property and analysis of the records was made for both branches. The report on this work will be ready for hearing early in December. The cost of the work of the Engineering Department to date has been \$602.05.

SNOHOMISH AND MONROE CASE.

The rates of the Everett Gas Company for electric and gas service in Snohomish and Monroe were the subject of complaint and the necessary appraisal and analysis of the books is being made at the present time. The report will be complete and ready for the hearing the fore part of December. The cost of the work of the Engineering Department to date has been \$408.80.

NEWPORT ELECTRIC CASE.

The electric system in Newport, Washington, is owned by the Northern Idaho & Montana Power Company and its relation to the properties of that company in Newport, Idaho, Priest River, Idaho and Sandpoint, Idaho, is so close that it was necessary to appraise the property of the company in Newport, Washington, Newport, Idaho, and Priest River, Idaho, and analyze the operating records for these three towns and Sandpoint, Idaho, in order to present the Commission with sufficient data to consider the reasonableness of the rates in Newport, Washington. The field work is all complete and the report will be ready before the end of December. The cost of the work to date has been \$280.60.

PACIFIC TELEPHONE & TELEGRAPH CASE.

This case is the result of the so-called "Air Line" schedule of rates for toll service, which was promulgated by the Pacific Telephone & Telegraph Company and which went into effect January 21, 1914. A very complete inventory was made by the telephone company of all of its property in the State of Washington and the inventory is being checked by this department at the present time. A report will be furnished to the Commission about March 31, 1915, which will include the complete appraisal of the property of the Pacific Telephone & Telegraph Company in the State of Washington and an extensive study of operating records and similar data which will be needed by the Commission in considering the rates of the Pacific Telephone & Telegraph Company. The work has cost \$1,696.01 to date.

MISCELLANEOUS WORK.

In the course of the year just passed many minor investigations have been made and reported on. The work included reports on the safety and physical condition of docks, bridges, etc., the adequacy of telephone, electric and gas service, the adjustment of minor disputes

between utility companies and their patrons and the examination of public water supplies in small communities such as Riverton and Morton. A considerable amount of work was done in preparing the "Overhead Crossing Rules" which were issued by the Commission. The Fish Commissioner has required a considerable amount of engineering work done such as the surveys of fish trap locations and oyster beds and this department has done the work.

GRADE CROSSINGS.

In pursuance of the provisions of the act passed by the last legislature directing the Commission to do certain work in connection with the elimination of existing grade crossings, from one to three engineers have been kept constantly in the field. As the engineers on this work have reported directly to you, I am merely mentioning it as work done by your Engineering Department. The cost of the grade crossing work of the Engineering Department to date has been \$3,584.45.

FINANCIAL STATEMENT.

In order that you may see at a glance the expense of maintaining the department, I have prepared the following tabulation of its expenses for the year ending November 30, 1914:

Salaries	\$19,272 26
Mileage	396 51
Expense*	7,723 75
Supplies	78 27
Office Rent.....	165 00
Furniture and fixtures.....	239 40
Total.....	<u>\$27,875 19</u>

* Includes \$3,370.00 paid to real estate experts for appraisals of land owned by public utility companies.

The expense of maintaining the Engineering Department for the past two years was surprisingly small when it is remembered that during that time the department completed at least two investigations and are well along on a third where the companies affected had reports of their own prepared and the cost of any two such reports to the companies was more than the entire expense of maintaining this department for the biennium. In other words, if the reports of this department to the Commission have the same value to the people of the state as the corresponding reports made by private engineers have to the utilities employing them, then all of the work done during the two years outside of two of the most important reports may be considered as having cost the state absolutely nothing.

Yours respectfully,

F. S. BURROUGHS.
Chief Engineer

**DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING GRAIN AND HAY
DEPARTMENT AND WAREHOUSE
COMPANIES.**

No. 1519.

**THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
THE WALLA WALLA FARMERS' AGENCY, *Complainant*, v. PUGET SOUND
WAREHOUSE COMPANY, *Respondent*.**

Complaint was filed June 28, 1913, against the practices, customs, rules and regulations of respondent's warehouses. Hearing was had at Walla Walla July 26, 1913, and February 17, 1914, the Commission entered an order proposing rules and regulations. Hearing on objections to these was had at Walla Walla, March 13, 1914, and April 30, 1914, issued an order adopting, promulgating and issuing rules to be imposed and enforced by defendant.

(These rules were made to apply to all warehouses by order in Cause No. 1713.)

No. 1621.

**APPLICATION OF WATERVILLE UNION GRAIN COMPANY FOR ORDER ESTAB-
LISHING GRADE FOR TURKEY RED WHEAT.**

Order of dismissal entered by the Commission September 3, 1914, on report from the State Grain Inspector that he had established a satisfactory grade.

No. 1670.

**APPEAL OF SPERRY FLOUR COMPANY FROM DECISION OF STATE GRAIN IN-
SPECTOR IN RE GRADE OF WHEAT CONTAINED IN CARS 33376, 100216,
24385 AND 37034.**

Appeal filed January 14, 1914. Following extensive correspondence the Commission September 3, 1914, entered an order of dismissal.

No. 1713.

RULES AND REGULATIONS FOR PUBLIC AND TERMINAL WAREHOUSES.

May 11, 1914, the Commission on its own motion promulgated proposed rules and regulations for public and terminal warehouses. June 12, 1914, at Spokane the Commission set to hear objections, if any. June 27th the Commission issued an order formally adopting the rules and regulations as follows:

Rule 1.

SPECIAL PILING—CONTENTS OF RECEIPTS.

When requested by the owner, different varieties of grain or hay must be piled in separate piles, with the name of the owner or some other distinguishing mark placed upon the receipt issued therefor. The receipt must, when requested by the owner, show the rate of storage charges; if issued for wheat, the variety must be stated by name, and such receipt must state whether grain is in sacks or bulk.

Rule 2.

SHIPMENT OF SPECIAL PILES.

On surrender of warehouse receipts for grain or hay which had been piled in separate piles, properly endorsed upon payment or tender of all advances and legal charges, grain or hay taken from said particular pile or load represented by such receipt or receipts, shall be delivered within 48 hours after the facilities for receiving the same have been provided and all of the grain or hay received by the warehouseman and represented by such receipt or receipts, including leakage from defective sacks and sweepings must be so delivered. The number of sacks of sweepings must be noted separately in the bill of lading. The warehouseman to be paid for all sacks used in resacking loose grain and a reasonable allowance for resacking and sewing same.

Rule 3.

ORDERING CARS—NOTICE OF LOADING.

On surrender of the warehouse receipts, properly endorsed, and upon payment or tender of all legal advances and charges, the warehouseman shall, without delay, if requested, place an order with the railway company for cars sufficient to carry the grain or hay represented by such receipts. A copy of such car order shall, without delay, if requested, be delivered or mailed to the owner, and when such car or cars have been furnished, the warehouseman must, without delay, if requested, notify the owner by mail or other proper means, as nearly as may be, the time when such grain or hay is to be loaded for shipment.

Rule 4.

BULKING BY OWNER.

Whenever the warehouseman and the owner of grain cannot agree on the charges the warehouseman shall make for the bulking of the grain, the owner shall have the privilege of bulking such grain at his own expense, provided the owner receives the grain at the car door as fast as delivered by the warehouseman.

Rule 5.

PRIVILEGE OF INSPECTORS, SAMPLERS AND OTHERS.

Inspectors, samplers, buyers and owners shall have the right to visit any public warehouse on any work day to inspect grain or hay, or to secure samples of grain: *Providing*, That such person desiring to inspect or secure samples of grain or hay, shall pay or tender to the warehouseman the reasonable expense of sending its special representative therefor.

Rule 6.

ANNUAL REPORT.

Warehouse reports covering the receiving, handling, storage and shipment of grain and hay and containing other data required by Chapter 91 of the Session Laws of 1911 of the State of Washington, shall be compiled and filed with the Commission at the office of the Chief Grain Inspector in Tacoma, Washington, not later than July 15th of each year.

Rule 7.

LICENSE.

The fee of one dollar for license required by Section 18 of Chapter 91 of the Session Laws of 1911 of the State of Washington, together with bond duly executed (form to be supplied by the Grain Inspection Department) must be forwarded to the Public Service Commission, Grain Inspection Department, Tacoma, Washington, not later than July 1st, when the warehouseman desires to continue the operation of any public warehouse for the ensuing year.

Rule 8.

DESIGNATION OF WAREHOUSE.

Each owner of one or more public warehouses shall on or before July 1st, 1914, file with the Commission at the office of the Chief Grain Inspector, in Tacoma, Washington, a legal description of each such warehouse or warehouses, together with a sketch or plan showing its or their location with respect to railway, river or waterway and to one or more warehouses or buildings, so that each such warehouse or warehouses may be easily identified. The Chief Grain Inspector shall assign to each warehouse so described a state number and shall then notify each warehouseman of the number assigned to each warehouse so described. The number assigned, together with the name of the town in or near which it is located shall be deemed the legal designation of such warehouse. Within thirty days from the receipt of the number, the warehouseman shall paint, or cause to be painted in a

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conspicuous place on the outside of each such warehouse or warehouses the words:

"STATE NO....."

followed by the number assigned thereto by the Chief Grain Inspector, in letters and figures not less than twelve inches high. Whenever a new warehouse is built, or one is moved to a new location, the warehouseman shall send a legal description thereof to the Chief Grain Inspector in the manner aforesaid, who will assign a state number to such warehouse, which number shall be painted thereon and used as hereinbefore provided.

REPORT OF STATE GRAIN INSPECTION DEPARTMENT.

TACOMA, WASH., Dec. 1, 1914.

To the Public Service Commission of Washington:

GENTLEMEN: In harmony with the requirements of the law, I hand you herewith my report covering the operations of the Grain Inspection Department for the year ending November 30, 1914, together with a resume of financial operations covering the bi-ennial period ending November 30, 1914. In this connection I desire to say that this date is a very inconvenient one for the ending of our report for the reason it is a mid-season period. The cereal year ends June 30th and the bi-ennial period ends March 31st. However, I trust the report will be presented in such a manner as to convey a full knowledge of the work done, and will serve the purpose for which it was intended.

In the beginning I want to commend the efficient service of the various Chief Deputies and Chief Clerk. P. J. Sweeney, Chief Deputy at Tacoma, James Cunningham, Chief Deputy at Seattle and L. D. Crowe, Chief Deputy at Spokane, have rendered faithful and efficient service at all times and it is only by their untiring efforts, their constant and watchful supervision over their respective fields, that the excellent showing I am able to present to you is possible. I want to commend their work in the strongest possible language and assure your honorable body that no mistake was made in the selection of these men to fill the important positions they have so truly administered.

The Chief Clerk, A. M. Mecklem, brought to the department a ripened experience as an accountant and has given to the department the best efforts at his command, and as a result the clerical part of the work is of high efficiency and the system has been changed and improved until there is nothing more to be done in the way of improvement. Mr. Mecklem has been untiring in his efforts, working long hours when necessary to keep the work up to the high standard he was determined to maintain.

During the eighteen months I have administered the affairs of this department, a number of questions have arisen and have been handled in a way I think has been just between man and man, and as a whole has been very well received by all interested parties.

The first question of any moment to come before me was the grading of Fortyfold wheat. This type of wheat has become mixed with Red wheat, partially by an admixture with foreign type seed and partially by the Fortyfold itself taking on a reddish cast. In harmony with the former policy of the department, this condition was met by grading it "Fortyfold Mixed Red." When this was done, the jurisdiction of the department ceased, we having no authority to place dis-

count on wheat thus graded. The prevailing price of Fortyfold wheat was from one to four cents above the price offered for Fife, but when it was graded as "Mixed Red" the dealers would discount as much as one and one-half cents a bushel, notwithstanding the fact that often the red mixture did not equal over fifteen per cent of the shipment. Much complaint was made by shippers, who claimed that the coast dealers who operated primary warehouses would take wheat of this character on basis of No. 1 Fortyfold. To ascertain the correctness of this I sent samples of Fortyfold mixed with Red to interior points and had them submitted to buyers for price. These samples contained about 25 per cent of Red and in every instance the prevailing price for No. 1 Fortyfold was offered without any discount whatever. I then submitted rules laid down by the Public Service Commission to two of the Assistant Attorney Generals for opinions. They advised that from the reading of the rules as promulgated, they did not consider any mixed grade was contemplated except when inferior wheat was mixed with Bluestem or Bluestem with inferior types. I then changed the method of grading this kind of wheat by omitting the "Mixed Red" and placing a dockage to cover the difference on value of the shipment by reason of such mixture. For a time this was strenuously resisted by the buyers who refused to make settlement on basis of State grades. One dealer sought to take appeal from my actions, but did not fully comply with the demands made by Judge M. M. Godman, Chairman of the Public Service Commission at that time. Eventually settlements were made in harmony with the State grades and no further difficulty was encountered until September last, when Mr. John T. Bibb, of the Tacoma Grain Co., resisted the methods of handling this class of wheat and sought to have it changed. When his demands were refused, the following communication was received from him:

Mr. R. D. Jarboe, State Grain Inspector, Tacoma, Wash.

DEAR SIR: We are sending you herewith copy of a letter we have been compelled to send to our trade on account of grading of mixed wheat, particularly mixed Fortyfold and Red wheat. We cannot stand such grading as is now being done by the State, inasmuch as there is a spread of five or six cents between Red and Fortyfold, and the arbitrary dockage you are placing on this wheat, some of which is nearly half Red, does not in any wise compensate us and is contrary to the law. We therefore have notified all our friends we will not accept State inspection on any more mixed wheat.

Yours truly,

TACOMA GRAIN COMPANY,
By J. T. Bibb, Gen. Mgr.

The notice sent out by Mr. Bibb to the grain dealers throughout the State follows:

"Whereas, the State Grain Department is setting the price we must pay for mixed wheat, such as mixed Fortyfold and Red, or mixed Bluestem and Club, by placing a small arbitrary dockage per bushel, based on the highest priced variety in the mixture, we have to advise we will

not accept on future contracts any mixed wheats on such State dockage, but where they are graded mixed we will make a liberal allowance as in the past for the mixture, which please note. When Fortyfold, for instance, was only a cent or so above Red, a slight dockage such as the State proposes might be just, but when there is a spread of six or seven cents between them, as at present, we will not permit the State to arbitrarily force us to pay practically the price of the Fortyfold for a mixture that must be used as Red wheat.

Yours truly,

TACOMA GRAIN COMPANY,

By J. T. Bibb, Gen. Mgr."

During the year another matter was causing no little dissension, and complaints became numerous. It was with reference to "bad order sacks." About three years ago a delegation of east side shippers visited Mr. Holst, the former Chief Inspector, and urged the State to take over the matter of determining the number of bad order sacks in each shipment of sacked grain. The terminal dealers also favored the Grain Inspection department passing on the matter, and it was finally determined the State would do so.

In Tacoma a charge of two cents for each bad order sack was made, but no notation was placed on weigh sheets unless the number exceeded ten. The Merchants Exchange in Seattle adopted a rule that a deduction of two cents for each bad order sack would be made, provided the total of bad orders exceeded 10 per cent of the shipment. If the number was less than 10 per cent no deduction would be made. The rule caused no end of friction between the terminal dealers and the deputy inspectors for the reason no definite rule had ever been propounded defining just what constituted a bad order sack. When the percentage would reach close to 10, then an insistent demand would be made by the dealers for the placing of bad order notation against sacks which the inspector would insist were not bad orders. No complaints were heard from the shippers with reference to the methods in vogue at Tacoma and Spokane, but grievous complaints were a regular order against the Seattle department. I had a record made of the number of bad order sacks at Tacoma, Seattle and Spokane, which showed the following results:

Tacoma—655,163 sacks inspected, 5,693 bad order and resacks—1.2 per cent of total.

Seattle—618,821 sacks inspected, 46,263 bad order and resacks—7.5 per cent of total.

Spokane—60,060 sacks inspected, 365 bad order and resacks—.6 of 1 per cent of total.

It will be noticed a wide difference resulted in this investigation. The count was made simultaneously, which should have resulted in finding a like condition at each point.

I decided to designate a bad order sack to be a sack containing one hole of not less than three inches in diameter or two or more blemishes equal to that, tryer holes not included. Resacks should include sacks

used in taking care of loose grain in car and old sacks worthless for further use. I sent a man to Seattle for a week who checked the inspectors there, he basing his count and report on the specifications enumerated above, the Seattle inspectors using the customary methods in reaching their findings. The checker found that about 50 per cent of the sacks passed as bad order would not meet the requirements I had given him, and on receiving his report I arranged a meeting with the Merchants Exchange at Seattle and outlined to the members my definition of bad order sacks, telling them I had instructed Mr. Cunningham to follow the definitions laid down and not to place a notation of bad order sacks on weigh sheets when the number found was less than ten. I also instructed him to have the inspectors make a personal investigation of the condition of sacks, after the damaged ones had been separated from the good and to certify on basis laid down governing same. Since that time I have not had a single complaint from shippers and the rule seems to meet with approval of buyers as well.

A change in the specifications governing Turkey Red and White Hybrid wheat was made with the beginning of the present season. Turkey Red wheat is a hard winter variety and is a most excellent type for many purposes. In its natural state it produces a strong flour well suited for the purposes of a baker, as well as the housekeeper. To meet the requirements of the commercial baker, it must be of pure type and characteristics. It must retain its natural hard and flinty condition and to do this must be a deep red color. Some sections of the State produce as good quality of Turkey Red as can be found anywhere, while other sections produce a soft and starchy article of this type. It is all heavy in its test weight and the poorest would meet the State requirements for No. 1 in the matter of weight per measured bushel. Last season we followed the usual customs in grading this wheat and as a result of such grades, No. 1 Turkey would range in value from Red Russian to Bluestem. It was a self-evident fact that buyers could not place open quotations for No. 1 Turkey Red wheat on basis of State grade. We might give them a wheat of equal value with Bluestem or the actual value might be ten or more cents less. The result was this type of wheat had to be sold on sample and State grades ignored in making settlements. We sought to remedy this condition and held conferences with buyers at Tacoma, Seattle, Spokane and Portland. We also met with nearly 100 warehousemen in Spokane and discussed the matter quite thoroughly with them. As a result of these conferences we mailed a postal containing the notice of changed grades to every public warehouseman in the State, besides sending the notice to all terminal buyers at Tacoma, Seattle, Spokane and Portland. We notified all parties that the policy of the department would be to maintain a high standard for our No. 1 and No. 2 grades, which should result in full value being offered. The result has been satisfactory so far, the quotations for No. 1 Turkey ranging from two

to four cents below Bluestem. In San Francisco No. 1 Turkey sells for an equal price with Bluestem, but the Turkey in that market is mostly of Kansas production. The No. 1 Turkey as passed by the new grade is the equal of the Kansas product and should bring as great a price. We feel sure when this grade is fully understood the quotations for the wheat passed as No. 1 by the Washington Grain Inspection Department will sell in any market for a price equal to the wheat produced by any state in the Union. The notice and grades sent out follows:

CHANGE OF GRADES.

Tacoma, Wash., August 1, 1914.

The Grain Inspection Department announces the following changes on grades governing Turkey Red and White Hybrid Wheats. Samples of the Turkey Red grades will be supplied at 15 cents per sample on request.

R. D. JARBOE,

Chief Grain Inspector.

TURKEY RED WHEAT GRADES.

Choice Milling Turkey Red wheat shall consist of Turkey Red varieties and must be sound, dry, plump, natural amber color, free from smut, yellow berries, reasonably clean, and testing not less than 60 pounds to the measured bushel.

No. 1 Turkey Red shall consist of Turkey Red varieties, sound, dry, plump, reasonably free from smut, reasonably clean, pure amber color, containing not over 10 per cent of yellow berries and testing not less than 58 pounds to the measured bushel.

No. 2 Turkey Red wheat shall consist of Turkey Red varieties, sound, plump, reasonably clean, reasonably free from smut, of good amber color, but may contain yellow berries of such volume as not to materially affect its milling value, and weighing not less than 58 pounds to the measured bushel.

No. 3 Turkey Red wheat shall consist of Turkey Red varieties, reasonably plump, sound, reasonably clean, and may contain any amount of yellow berries, slightly bleached.

WHITE HYBRIDS.

White Hybrid will be graded as Club and will take the specifications corresponding to Choice Milling, No. 1, No. 2 and No. 3 Club.

White Hybrid wheat is a type propagated by the Washington State College at Pullman and has become quite extensively grown. A "White Hybrid" notation has been placed against this since it had first been sent to terminals. Milling tests have demonstrated that it is equal to straight Club wheat in milling value and we could see no reason for maintaining the two grades. By classifying the White Hybrids with the Club family, matters were simplified and it also did away with confusion on inspection of export shipments. As long as we maintained two grades we could not permit White Hybrids to go out under State

inspection as Club. The millers in Japan and other countries, being familiar with our Club wheat, specified this type of wheat when purchasing white spring wheat. If they should be given a certificate specifying "White Hybrid" confusion would result.

During the time the writer has administered the offices of this department, he has sought to keep in touch with all parties interested in its working. I have attended a number of county conventions of the Farmers Educational and Co-operative Union, where I have always been given ample time to address the assembly. Have visited and addressed the wheat growers at the Pullman convention as well as the State convention of the Farmers' Union, and Warehouse Managers' Association. Have visited frequently with grain dealers in Seattle, Portland and Spokane and have sought earnestly to keep in touch with the entire situation and to keep fully informed of conditions as they existed. I have advised all who use the department to not hesitate in bringing all matters to my attention in which they are not wholly satisfied, promising, in every case, to make a personal investigation and if, in my judgment, an error had been made, to have it corrected. I am pleased to say that with all the urging I have done along this line, very few complaints have been lodged, which speaks well for the efficiency of the various chief deputies.

I have at all times stated that it would be impossible for the department to always give satisfaction to all parties. I have also made it plain that it was not our purpose to attempt to satisfy anyone. That our one object, our only purpose, would be to use our every effort to render justice to all and was more than pleased when all interested parties should be satisfied. But at no time could the department seek to place a grade or make a ruling with the view of only giving satisfaction. The grade must be based on justice and right. I view the work of the department in the light of a jury that is sworn to try a case and render a verdict in harmony with the law and evidence. A jury trying from thirty to forty thousand cases a year could not hope to satisfy both litigants in all cases. Neither could it hope to render so many verdicts without making an error, but with a fidelity of purpose, making an honest effort to find the right, we feel the errors made by those who do the actual grading of the grain have been of negligible quantity.

Complaints, resulting in investigations, have been received against three warehouses during the year. One complaint was investigated by the Public Service Commission and resulted in the adoption of a set of rules regulating the conduct of public warehouses. The other complaints were handled by the office direct and resulted in the placing of a State weigher at one house and the adjusting of some disputed matters at another.

With the renewal of warehouse licenses last July, a new system was adopted for the purpose of future identification of primary warehouses. A rule was adopted by the Public Service Commission of

Washington requiring the State number to be painted on the warehouse to which it is given. A card system was adopted and a new number assigned to each warehouse which number is to be its permanent number and its official identification. We feel sure the new system will prove a great advantage over the old and will result beneficially to all parties. In this connection we want to thank the warehousemen throughout the State for their splendid co-operation in the matter and also for the splendid manner in which they responded to a circular letter sent them with reference to filing bonds and making reports of receipts and shipments. Very few laggards were found this year, but nearly all were prompt in filing bonds and reports, and besides, exercised more care than in the past, which resulted in very few bonds having to be returned for correction.

In the matter of making reports, after consulting with one of the attorneys for the Public Service Commission, I sent out a circular letter with blanks to be used in making reports of receipts and shipments, saying I would insist on the report showing the actual shipments as well as actual receipts. Many warehousemen complied but some line houses operating out of Portland and Tacoma resisted this, saying they did not weigh their wheat when loaded into cars at primary houses and that I had no right to follow the grain into Portland and demand terminal weight. This position was taken by the Pacific Coast Elevator Company and the Puget Sound Warehouse Company and they were joined by one or two other line companies. I found on investigation that many independent houses did not purchase grain but did a purely storage business. These houses piled each customer's grain in a pile separate from grain owned by other customers and when shipped, it was loaded into cars without a second weighing, the "in weights" being used as a basis for "out weights." It was self-evident that warehousemen doing business in this way could give but one weight. If the strict letter of the law was demanded, all wheat would have to be weighed when loaded into cars and this would entail an added expense of many thousands of dollars. It was our intentions to bring suit against the Puget Sound Warehouse Company, seeking to enforce this part of the law, but when it was shown the great inconvenience and expense it would entail, on all warehousemen, I thought best not to seek to enforce this upon the warehousemen of the State. Unless ordered to do otherwise, the blanks sent out next year for the making of this report will not carry a space for weights of shipments. To those who obeyed the law by giving this information this year we desire to extend our thanks, as they are to be commended in their willingness to follow the strict requirements of the statute.

Permit me to call to your attention a few minor changes, which, in my opinion, should be made in the present grain inspection laws.

First. The law provides that public warehouses must file a bond with the Public Service Commission of Washington in such a sum as the Commission may name. I would respectfully suggest that no bond

be required. There has never been suit to recover on such bonds and this provision has entailed a great amount of labor on the Grain Department and on the Public Service Commission, as well as causing no little inconvenience to warehousemen. I would suggest that the license fee be increased from \$1.00 to \$3.00 and the bond dispensed with. Licenses could then be issued direct by the Grain Inspection Department on receipt of fee, which would do away with the examination and approval or disapproval of bonds. The present license fee of \$1.00 does not pay the expense incidental to its collection.

Second. At present the law provides that deputy inspectors shall give bond (fee to be paid by State) in the sum of \$3,000.00. There is no possibility of a deputy inspector ever incurring a liability under his bond of such a sum. No claim has ever been presented in any amount against a deputy inspector's bond and the \$7.50 paid each year to the bonding companies has been just that much "velvet" for them. I would suggest that the bond be reduced to \$1,000.00, as that sum will be more than ample to cover liabilities and the moral effect will be just as good as the greater sum.

Third. The Washington Grain Inspection Department is the only one in the United States which does not inspect and weigh all grain arriving at inspection points. A decision rendered by the Supreme Court a few years ago provided that inspection was optional with the shipper and the Session Act of 1911, pertaining to the inspection of grain, made such a provision also. By reason of this feature, much work is done at a loss to the department, caused by cars for inspection being switched in with cars not subject. There may be ten or more cars to be unloaded at one of these places, and out of this number probably two will be for inspection. We will be forced to keep two men there while the entire ten cars are being unloaded, costing \$8.00 to earn probably \$3.00 in fees. The law should be so amended that in instances of this kind the dock or mill where such service is being rendered should pay a stated sum per hour for the time of the men furnished, this in addition to the regular fee, and the additional amount to be paid by the purchaser of the grain and not charged back to the shipper. Our law, I think, should provide as the Canadian grain act does, that a different schedule of fees might be charged in different cities and in the same city. At Minneapolis, weighing service will not be provided a mill unless full cost of the service is guaranteed. The law should provide for the regulation of fees for inspection at points like Everett and Bellingham, in such a manner that will make such points self-sustaining and at the same time not put an additional charge against the shipper of the grain.

The present grain inspection law is the best the State has ever had and needs no general revision. The minor points suggested here would be of material benefit in the administration of the law and if the Legislature, in its wisdom and discretion, sees proper to make the suggested changes, I feel sure they will result in much benefit.

In conclusion, I want to thank the members of the Public Service Commission, who have jurisdiction over this department, for their earnest, sincere and highly prized support during my connection with them. At all times I have found the members ready to render every possible assistance and I have found their advice and counsel to be universally sound and wholesome.

Very respectfully submitted,

R. D. JARBOE,
Chief Grain Inspector.

GRADING WHEAT BY GLUTEN TEST.

Some agitation has been had seeking to have a grade placed on Turkey Red wheat, based on its gluten content. This would be a difficult thing to do for the reason that no two people often reach the same results in making a gluten determination, except they work under the same conditions. Three or four different results may be had from the same wheat, each result being as accurate as the other, but each influenced by the manner of milling. To determine this I sent to Professor George A. Olson, chemist of the State College at Pullman, a sample of wheat and two samples of flour made from the wheat, and requested of him a gluten determination of each. The result follows:

No. 1	70 per cent Patent flour	33.9 per cent
No. 2	30 per cent Clear	41.3 per cent
No. 3	Wheat	38.9 per cent

You can readily see if one was selling this wheat on a basis of gluten content, the percentage would be governed largely by the process of milling. However, a wheat ground on an experimental mill and bolted through a 10xx cloth would not vary greatly under the same conditions of washing. And again, wheat grown in the same section of the State and possessing the same characteristics, will not vary to a marked degree. In fixing the grades on Turkey Red it was our purpose to have No. 1 grade be strong in its gluten component. We append below several tests made of the different grades of Turkey, which shows that our grades do reflect the gluten strength:

Grade	Test	Gluten
No. 1 Turkey	62	44
No. 1. Turkey	62	38.4
No. 2 Turkey	63½	35
No. 2 Turkey	63	24.8
No. 3 Turkey	63½	19
No. 3 Turkey	63	15
No. 2 Turkey	61	27
No. 1 Hybred 143	61½	36
No. 1 B. S.	61	26
No. 1 Club (Dale)	58½	28
No. 1 Fife (bleached)	58	17
No. 2 Club	56½	42
No. 1 Fife (bleached)	59	22
No. 1 Fife (bleached)	58	32
No. 1 B. S.	61	35
No. 1 Club	59	12
No. 1. Fife bleached	59	17.8
No. 1 Allen (B. S.)	61	35

It will be observed that in Turkey Red wheat the percentage of wet gluten is indicated by the grade, No. 1 being the highest, with No. 3 running very low, indicating the milling value not much, if any, greater than Red Russian.

PERCENTAGES OF GRADES, DISCOUNT FOR SMUT AND FOUL AT TACOMA, SEATTLE AND SPOKANE FOR THE YEARS 1913 AND 1914.

1913.

	No. 1 Per Cent.	No. 2 Per Cent.	No. 3 Per Cent.	No Grade Per Cent.	Smut Per Cent.	Foul Per Cent.
Tacoma	86.6	12.	2.7	.7	.4	.1
Seattle	75.5	19.5	4.2	.8	.2	.1
Spokane	47.6	23.6	23.8	.....	.01	.5

The crop of 1914 contained very little grain of a grade below No. 1, but the discount on account of smut was considerably greater than any previous year. The smut condition of the State was the worst ever known and the condition must of necessity be reflected by the grades placed by this department. It would have been much worse were it not for the fact that a very dry harvest was had and wheat that was very smutty in the fields was threshed without becoming badly smudged. Had a wet harvest been encountered, a very large per cent of No Grade on account of smut would have resulted. The discount for smut and foul at Tacoma, Seattle and Spokane is shown by the following table:

TACOMA

DOCKAGE BY DEGREES

	<i>Pounds</i>
1 degree smut	153,702
1½ degrees smut	122,191
2 degrees smut	198,757
2½ degrees smut	205,416
3 degrees smut	131,751
3½ degrees smut	52,431
4 degrees smut	76,363
4½ degrees smut	31,977
5 degrees smut	49,105
	<hr/> 1,021,693

SEATTLE

DOCKAGE BY DEGREES

	<i>Pounds</i>
1 degree smut	156,731.62
1½ degrees smut	75,656.52
2 degrees smut	172,858.92
2½ degrees smut	50,927.80
3 degrees smut	110,838.78
4 degrees smut	64,163.20
5 degrees smut	29,047.00
	<hr/>
	659,723.84

SPOKANE

DOCKAGE BY DEGREES

	<i>Pounds</i>
1 degree smut	14,532
1½ degrees smut	3,112
2 degrees smut	8,208
3 degrees smut	5,270
	<hr/>
	31,117

The 1914 record for smut and foul represents the out-turn of 1,276 cars in Tacoma, beginning with August 1st and taking into account all cars arriving until the record was closed. The weight of these cars was 91,599,793 pounds and as the winter wheat is the first to move and is usually the worst for smut, the average for the entire crop would probably run somewhat less.

TACOMA

DISCOUNT FOR FOUL

	<i>Pounds</i>
1 pound per bushel	42,018
1½ pounds per bushel	5,282
2 pounds per bushel	2,676
3 pounds per bushel	7,353
	<hr/>
	57,330

SEATTLE

DOCKAGE FOR FOUL

	<i>Pounds</i>
½ pound dockage per bushel	74,582.18
1 pound dockage per bushel	34,605.06
1½ pounds dockage per bushel	12,564.16
2 pounds dockage per bushel	1,768.72
2½ pounds dockage per bushel	450.45
3 pounds dockage per bushel	4,253.79
4 pounds dockage per bushel	1,710.60
4½ pounds dockage per bushel	12,855.37
	<hr/>
	142,790.33

SPOKANE

DOCKAGE FOR FOUL

	<i>Pounds</i>
1 pound per bushel	34,987
1½ pounds per bushel	2,377
2 pounds per bushel	1,113
	<hr/>
	38,477

In Seattle the percentage was figured from 1,162 cars weighing 91,757,176 pounds and at Spokane 239 cars were used as a basis, weighing 1,366,175 pounds. Cars arriving simultaneously at the various points were used.

Figured in percentage the results were as follows:

	<i>Smut</i> <i>per cent</i>	<i>Foul</i> <i>per cent</i>
Tacoma	1.11	.07
Seattle .....	.72	.15
Spokane .....	.18	.22

I append hereto a statement showing a comparison of weights as ascertained here and the weights shown by shipper:

<i>Shipper's Wgt.</i>	<i>Our Wgt.</i>	<i>Shipper's Wgt.</i>	<i>Our Wgt.</i>
85,870	85,800	84,720	84,170
87,980	87,770	88,000	88,177
88,470	88,300	77,960	77,663
81,670	80,300	66,180	65,938
80,000	87,660	70,610	70,364
87,590	87,220	81,110	81,921
87,820	91,830	85,905	85,906
58,250	57,790	65,450	65,493
84,590	90,350	85,915	85,587
61,000	60,990	87,400	87,092
88,040	87,860	83,210	82,464
67,170	65,020	86,675	86,866
87,980	89,990	82,810	81,980
87,050	86,820	86,790	86,816
87,200	86,740	84,020	82,871
72,020	71,875	77,775	77,791
88,000	87,945	88,000	88,119
84,045	84,936	67,895	67,916
77,120	78,234	77,010	77,108
87,475	89,268	62,210	62,519
89,820	89,145	64,145	64,116
82,945	83,107	86,750	87,006
85,949	86,630	54,958	54,776
85,015	84,769	91,240	91,268
65,000	65,197	66,220	66,084
82,300	82,675	88,000	87,920
85,000	85,917	80,400	84,864
65,750	66,094	65,675	65,675
65,730	65,629	66,500	77,466
52,000	52,846	83,298	83,142
66,875	65,530	88,005	87,683
88,058	89,511	77,000	70,251

<i>Shipper's Wgt.</i>	<i>Our Wgt.</i>	<i>Shipper's Wgt.</i>	<i>Our Wgt.</i>
55,000	56,387	52,705	52,592
88,245	88,550	66,000	66,861
66,455	65,869	88,335	87,565
61,976	62,097	66,500	66,291
65,732	65,800	91,130	90,714
78,045	77,852	66,000	66,647
84,600	84,478	90,710	90,440
55,000	56,092	54,850	54,577
87,110	87,018	89,925	89,787
63,780	63,580	79,060	78,718
86,505	86,590	89,340	88,503
91,960	91,752	85,710	85,561
65,630	65,676	86,845	86,791
56,760	56,719	65,720	65,492
81,180	80,650	66,000	66,790
76,724	71,724	87,420	86,848
87,775	89,588	66,050	65,098
65,581	66,940	64,176	65,643
62,435	62,535	87,443	89,355
64,506	64,620	66,285	66,525
70,075	70,256	64,290	64,288
84,585	84,673	84,600	84,711
66,000	66,387	61,405	61,665
84,472	85,735	52,000	52,323
82,255	83,709	76,290	76,475
57,600	57,404	65,365	65,495
85,888	86,748	66,000	66,032
89,800	89,485	65,583	65,938
87,178	87,028	87,265	87,973
83,400	83,877	102,725	103,127
57,264	57,982	77,000	75,737
83,701	83,585	54,425	55,607
87,980	88,526	49,600	49,709
65,235	65,878	89,055	89,530
85,020	85,008	43,440	43,580
84,030	86,128	77,075	77,481
88,000	92,973	92,861	94,525
86,180	86,288	86,500	87,027
75,895	75,664	86,910	86,760

The shippers' weights on the above cars were 10,888,768 pounds. Our weights were 10,931,367, or an excess over shippers' weights of 42,599 pounds, making an average of 300 pounds to the car.

These weights are taken just as they come in their order in our records and are a true indication of how shippers' and State weights correspond. In this connection I desire to state that we throw every possible safeguard about our weighing department and feel sure of the correctness of our findings. We have complaints from shippers, claiming a loss in weight and we always investigate such claims by checking our records for errors and if the shipment is available, we re-weigh it. When re-weighing has been resorted to, only in one instance have our weights been found in error. We had two instances where the wheat was cut in and no chance for reweigh, but where everything connected with the transaction pointed clearly to care-

less work on the part of the weigher. We laid the man off for a month and issued notice that in future when it could be shown by re-weights or any other authentic method that a weigher had been careless in his work, he would be summarily dismissed from the service. In this instance the purchaser of the grain paid the shipper for the amount of grain claimed. However, we will not ask the receiver to do this, for the reason that we must and do demand accurate work from our weighers and as they are bonded in a sum sufficient to protect the shipper, we stand on our weights as shown by weigh sheets unless re-weigh can be had, some error be found in the clerical end of the work, or the scales used found to be out of order.

Below is a statement showing the percentage of wheat handled by independent grain concerns during 1914 and 1913. In this list of "Independents" is included all concerns not having terminal facilities, but who conducted a warehouse and buying business at primary points. Over ninety per cent of the "Independents" consist of farmer organizations. The figures indicate the per cent of the whole crop handled in each county and state:

	1914	1913
Adams	52	40
Asotin	100	.....
Benton	56	61
Chelan	100	100
Columbia	63	30
Douglas	73	75
Franklin	30	39
Garfield	40	18
Grant	85	77
Klickitat	89	35
Lincoln	55	61
Spokane	79	78
Walla Walla	44	39
Whitman	49	44
Yakima	100	100
Percentage State	58	53

GRAIN RECEIPTS.

Public warehouses, in harmony with the requirements of the Grain Inspection act, report the receipts of grain for the year ending June 30, 1914, as indicated below. This report does not include grain not passing through public warehouses, and therefore is not a full showing of the state's production. It does show the approximate surplus production of grain in the section east of the mountains. However, there is considerable oats produced on the west side that does not pass through public warehouses and is not, therefore, included. In Skagit County probably one million bushels of oats are harvested each year and in Whatcom County probably one-fourth as much constitutes the amount of production.

In making this report by stations, the first ever so compiled, every precaution has been used to secure correctness. We want to appeal

to the warehousemen throughout the state to co-operate with us in future reports of this character in order that absolute correctness may result. In this connection we desire to say that in future we shall endeavor to make this report show the receipts up to, say, November 15th of the cereal year and a supplementary report to follow June 30th, at the close of the cereal year. This will put the report in the hands of the people interested long before the movement of the crop is completed instead of six months after its completed term.

ADAMS COUNTY

Station—	Wheat, Bushels	Oats, Bushels	Barley, Bushels
Benge	104,873	1,409	3,665
Bruce	58,054	.....	.....
Batum	190,435	.....	.....
Cunningham	121,649	.....	.....
Hatton	201,634	.....	.....
Keystone	133,032	.....	1,737
Lind	358,026	.....	433
Lauer	209,673	.....	.....
Moody	172,820	.....	.....
Marcellus	131,887	.....	.....
Othello	17,393	.....	.....
Paha	70,001	.....	.....
Pizarro	125,408	.....	.....
Packard	180,221	.....	.....
Ritzville	484,431	492	3,442
Roxboro	44,581	.....	.....
Ralston	174,733	1,450	.....
Schragg	116,178	.....	.....
Schoonover	156,851	.....	.....
Schafer	15,223	.....	.....
Tokio	157,487	.....	508
Vassar	59,956	.....	.....
Washtucna	431,451	399	.....
Totals.....	3,625,497	3,750	9,785

ASOTIN COUNTY

Asotin	434,852	.....	31,128
Silcott	41,198	.....	23,150
Totals.....	476,050	.....	54,278

BENTON COUNTY

Badger	12,267	.....	.....
Klona	6,193	.....	.....
Kennewick	47,264	.....	.....
Patterson	3,000
Prosser	10,036
Totals.....	78,760

CHELAN COUNTY

Wenatchee	52,335	4,870	10,058
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COLUMBIA COUNTY

Station—	Wheat, Bushels	Oats, Bushels	Barley, Bushels
Alto	226,603	26,597
Dayton	819,397	9,528	434,102
Huntsville	97,312	107	122,354
Longs	98,175	.....	73,240
Menoken	100,050	.....	18,995
Ronan	27,862	120	48,587
Relief	31,425	.....	20,867
Starbuck	147,578	.....	24,520
Turner	63,418	.....	350,429
Whetstone	46,755	.....	152,385
Totals.....	1,158,575	9,755	1,272,076

DOUGLAS COUNTY

Alstown	158,553	11,491	2,030
Bridgeport	109,646	3,332	633
Bonita	5,212	9,767	142
Columbia River	5,436	.....	.....
Douglas	174,056	3,058	1,736
Foster Creek	51,094	.....	.....
Gordon	11,500	2,116	98
Mansfield	770,501	21,504	5,651
McCues	31,208	950	337
Supplee	193,972	8,435	2,605
Touhey	55,226	201	207
Waterville	206,302	5,035	9,723
Withrow	527,007	26,524	16,696
Totals.....	2,299,713	92,413	39,858

FRANKLIN COUNTY

Burr Canyon	28,806	.....	.....
Connell	66,296	1,732	843
Currey	25,233	.....	.....
Dilling	43,334	.....	.....
Eltopia	24,125	.....	627
Emory	52,000	.....	.....
Estes	25,779	.....	.....
Kahlotus	118,213	.....	.....
Levey	9,082	.....	.....
McAdams	107,514	.....	.....
Mesa	15,316	.....	.....
Sulphur	42,639	.....	.....
Snake River Jct.....	31,808	.....	.....
Windust	12,472	.....	.....
Totals.....	602,117	1,732	1,470

GARFIELD COUNTY

Station—	Wheat, Bushels	Oats, Bushels	Barley, Bushels
Central Ferry	38,094	.....	8,622
Chard	18,984	.....	29,622
Houser	85,807	.....	30,088
Illa	91,704	.....	46,064
Judkins Landing	114,710	.....	99,436
Mayview	128,750	.....	115,889
Pomeroy	581,452	.....	575,592
Rice Bar	43,419	.....	6,392
Zumwalt	31,784	.....	46,852
Totals.....	1,084,704	.....	958,557

GRANT COUNTY

Bacon	10,450	.....	.....
Coulee City	544,275	3,499	3,474
Ephrata	183,364	1,840	1,125
Forreys Spur	43,131	.....	.....
Hartline	509,601	1,814	6,828
Hanson	169,096	1,285	290
Krupp	320,675	2,869	60
Quincy	97,840	.....	90
Ruff	341,562	.....	.....
Stratford	24,536	.....	.....
Sieler	45,146	.....	.....
Trinidad	6,077	.....	.....
Wheeler	127,272	.....	90
Wilson Creek	150,802	.....	.....
Warden	113,619	.....	.....
Totals.....	2,787,446	10,807	11,957

KLICKITAT COUNTY

Alderdale	30,087	.....	.....
Centerville	151,628	1,060	4,635
Goldendale	205,946	2,985	2,684
Lyle	32,901	.....	1,246
Roosevelt	61,367	.....	4,214
Sundale	23,866	.....	84
Warwick	48,828	.....	998
Totals.....	554,123	4,045	13,861

LINCOLN COUNTY

Almira	498,142	544	3,361
Bluestem	213,567	4,850	7,085
Creston	265,157	4,359	301,697
Canby	72,923	10,416	.....
Davenport	658,050	2,410	21,240
Downs	106,761	.....	.....
Denny	93,234	2,235	18,335
Edwall	187,133	820	75,703
Fish Trap	4,050	.....	829
Fellows	25,000	.....	4,166
Gravelle	105,851	1,009	12,248

LINCOLN COUNTY—CONTINUED.

Station—	Wheat, Bushels	Oats, Bushels	Barley, Bushels
Govan	422,509	1,392	7,712
Harrington	571,010	8,179	16,692
Irby	209,717	1,671	.....
Lamona	121,053	.....	.....
Mondovi	156,191	877	6,019
Mohler	342,837	666	608
Nemo	76,298	.....	.....
Omans	115,009	.....	3,987
Odessa	376,912	1,807	826
Reardan	422,500	29,077	15,049
Rocklyn	122,939	.....	2,711
Sprague	319,801	304	19,653
Wilbur	604,707	1,639	32,055
Waukon	163,500	3,687	66,637
Totals.....	6,254,803	75,942	616,611

OKANOGAN COUNTY

Riverside	1,620	3,655	104
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SPOKANE COUNTY

Buckley	3,169	3,490
Cheney	101,933	33,308	12,574
Espanola	101,801	15,207	7,250
Fairfield	178,822	249,841	2,988
Hitte	198,415	11,459	37,127
Jefferson	36,669	24,377	177
Latah	79,056	119,575	1,842
Medical Lake	21,883	3,417	.....
Mt. Hope	41,967	35,791	.....
North Pine	46,379	10,315	458
Plaza	183,448	111,376	3,815
Rodna	60,777	16,512	16,065
Rockford	87,111	102,234	.....
Spangle	201,069	141,823	3,907
Spring Valley	89,251	30,897	.....
Tyler	25,111	2,352	353
Waverly	47,220	57,680	.....
Totals.....	1,504,081	969,654	86,556

WALLA WALLA COUNTY

Ayres	18,870	.....	.....
Berryman	78,000	.....	3,125
Bolles Jct.	162,815	.....	49,352
Clyde	230,080	.....	1,051
Climax	22,669	.....	.....
Coppel	139,023	11,416	36,509
Dry Creek	126,940	.....	.....
Dixie	52,560	3,873	33,253
Ennis	62,352	.....	1,758
Eureka Jct.	46,853	.....	.....
Elwood	43,511	.....	.....
Eastman	13,793	.....	21,201

WALLA WALLA COUNTY—CONTINUED.

Station—	Wheat, Bushels	Oats, Bushels	Barley, Bushels
Hadley	141,961	.....	21,900
Harberts	54,385	.....	.....
Lamar	43,189	.....	.....
Lowden	68,859	.....	1,210
Moon	36,520	.....	.....
Minnick	75,227	6,023	18,175
Mathews	44,666	.....	.....
Pleasant View	335,328	.....	.....
Page	21,168	.....	.....
Pedigo	32,429	.....	598
Prescott	546,949	.....	197,164
Paddock	62,591	.....	.....
Roser	89,658	.....	.....
Rifle	33,744	.....	.....
Russell	76,515	.....	5,742
Rulo	135,924	.....	.....
Simmons	21,399	.....	.....
Shaw	67,836	.....	.....
Sudbury	51,921	.....	8,958
Sapolli	171,426	.....	6,840
Spring Creek	17,901	.....	3,938
Touchet	43,896	.....	2,875
Theil	158,086	.....	924
Tracy	108,774	.....	22,116
Valley Grove	155,784	.....	9,417
Walla Walla	249,519	.....	66,409
Walkers	22,990	.....	.....
Whitman	47,024	.....	1,261
Welland	58,933	.....	.....
Waitsburg	33,820	1,226	46,920
W. W. River	15,567	.....	2,307
Wallula	22,448	.....	.....
Totals	4,043,402	22,538	563,005

WHITMAN COUNTY

Armstrong	32,979	40,315	.....
Albion	141,331	50,350	8,640
Almota	126,652	9,681	71,980
Busby	89,695	40,522	788
Blackwell	34,500	38,857	1,509
Balder	15,160	13,871	2,679
Belmont	32,385	60,919	.....
Chambers	92,761	55,216	54,683
Colfax	99,461	37,636	13,749
Colton	93,629	48,393	102,423
Canyon	107,219	.....	280
Castleton	41,862	.....	170
Cashup	143,361	119,700	.....
Crabtree	56,046	51,071	.....
Cedar Creek	28,813	32,711	1,059
Coman	24,521	16,680	.....
Donahue	45,509	15,321	1,696
Diamond	182,557	16,020	8,992
Elberton	24,327	40,336	.....

WHITMAN COUNTY—CONTINUED.

Station—	Wheat, Bushels	Oats, Bushels	Barley, Bushels
Endicott	513,827	382	10,376
Ewan	172,958	2,569	7,003
Eden	19,550	17,987	.....
Farmington	202,750	190,905	.....
Fletcher	56,273	18,115	.....
Fallons	96,338	40,720	7,376
Fairbanks	36,613	59,218	1,685
Grinnel	55,429	80,240	1,824
Garfield	54,852	102,816	2,029
Geary	5,396	13,751	.....
Glenwood	132,449	51,676	7,625
Gravel Pit	21,665	.....	3,022
Hay	265,910	.....	982
Hayfield Spur	24,537	14,900	.....
Hooper	101,961	.....	.....
Interior	79,726	18,860	47,629
Juno	67,904	765	16,599
Johnson	69,426	61,384	7,345
Jerita	174,675	.....	352
Kitsmiller	59,158	25,242	1,354
Kenova	73,919	21,294	17,461
Lacrosse	411,948	.....	6,675
Lavista	48,758	1,106	.....
Leon	62,864	16,558	33,638
Lone Pine	10,129	65,389	.....
Lamont	128,539	33,547	22,318
Ladow	10,867	9,703	.....
Mockonema	307,266	18,212	100,556
Manning	48,444	15,559	2,737
Malden	78,510	18,573	6,703
McCoy	66,585	49,699	6,565
Oakesdale	184,656	124,885	240
Pullman	114,400	36,883	29,611
Penewawa	86,667	.....	20,833
Palisade	28,898	4,924	3,673
Pandora	24,916	1,250	495
Palouse	131,584	159,729	150
Pine City	76,705	2,929	30,950
Parvin	54,842	26,623	820
Pampa	154,775	.....	2,308
Rosalia	47,364	27,614	7,979
Ringo	19,366	12,540	348
Rysback	14,544	11,974	460
Revere	151,047	.....	7,138
Seitice	45,232	44,862	382
Sunset	87,679	36,296	5,743
St. John	246,156	29,765	12,405
Shawnee	47,560	77,999	7,251
Sunshine	25,200	7,221	7,037
Swan	21,245	9,431	.....
Squaw Canyon	36,245	10,532	7,685
Steptoe	118,236	121,172	1,762
Staley	26,713	41,782	2,112
Seabury	32,699	20,398	.....

WHITMAN COUNTY—CONTINUED.

Station—	Wheat, Bushels	Oats, Bushels	Barley, Bushels
Sokulk	17,959	17,825	.....
Stoner Siding	68,143	.....	42,892
Stoneham	29,695	22,344	.....
Tekoa	90,420	270,825	32,204
Thera	173,455	.....	15,668
Thornton	150,802	37,475	.....
Tilma	17,213	59,194	.....
Uniontown	199,769	51,621	63,453
Winona	148,245	.....	1,221
Willada	239,364	2,162	23,041
Warner	64,582	29,669	.....
Whelan	38,645	14,249	2,079
Walters	37,680	41,638	.....
Totals.....	8,024,844	2,987,070	910,437

YAKIMA COUNTY

Alfalfa .....	.....	7,775	.....
Byron	15,750	.....	.....
Mabton	39,762	.....	338
Toppenish	202	.....	.....
Totals.....	55,714	7,775	338

TOTAL BY COUNTIES

	Wheat	Oats	Barley
Adams	3,625,497	3,750	9,785
Asotin	476,050	.....	54,278
Benton	78,760	.....	.....
Chelan	52,335	4,870	10,058
Columbia	1,158,575	9,755	1,272,076
Douglas	2,299,713	92,413	39,858
Franklin	602,117	1,732	1,470
Garfield	1,084,704	.....	958,557
Grant	2,787,446	10,807	11,957
Klickitat	554,123	4,045	13,861
Lincoln	6,154,803	75,942	616,611
Okanogan	1,520	3,655	104
Spokane	1,504,081	969,654	96,556
Walla Walla	4,043,402	22,538	563,005
Whitman	8,024,844	2,987,070	910,437
Yakima	55,714	7,775	338
Totals.....	32,503,684	4,194,006	4,548,951

<i>Station—</i>	<i>Bay</i>
Bridgeport	72
Coulee City	872
Cheney	47
Eltopia	448
Kahlotus	1,941
Mansfield	830
Mabton	435
Patterson	1,344
Quincy	745
Roosevelt	679
Sieler	1,975
Warden	523
Wheeler	162
Wilbur	92
Total.....	10,160

SHRINKAGE IN SCOURING FOR SMUT.

To ascertain the loss of wheat when scoured to clean it of smut, we took five samples, representing the five degrees of smut. 100 grams were weighed out and run through an experimental mill and the clean wheat weighed back. The result is shown below:

1 degree smut loss	1½ per cent
2 degrees smut loss	2 per cent
3 degrees smut loss	3½ per cent
4 degrees smut loss	5 per cent
5 degrees smut loss	10 per cent

These samples were taken from the office and were selected to correspond as near as possible with our standard samples of smut. No doubt a variance would be found in other tests, but it is thought a series of tests would give very near an average result as above shown.

TABLE NO. 2.
TONS OF GRAIN AND HAY INSPECTED JULY 1, 1912, TO NOVEMBER 30, 1914.

	TAOUMA		SEATTLE		SPOKANE		EVERETT		BELLINGHAM		TOTAL	
	Grain Tons	* Hay Tons	Grain Tons	Hay Tons	Grain Tons	Hay Tons	Grain Tons	Hay Tons	Grain Tons	Hay Tons	Grain Tons	Hay Tons
Nov., 1913—												
Totals 1913—	475,682	32,925	449,300	12,643	64,005	18,364	29,837	7,437	.....	.....	1,010,071	70,779
December	20,346	1,836	29,498	671	2,331	1,493	1,537	556	.....	.....	53,742	4,566
1914—												
January	22,120	1,851	22,333	405	3,249	1,172	637	243	.....	.....	55,890	3,171
February	20,848	1,128	23,408	430	3,313	911	714	166	.....	.....	46,658	2,313
March	16,165	1,741	22,374	401	3,235	1,008	301	311	.....	.....	43,156	3,797
April	13,719	2,063	13,371	576	2,975	782	243	300	.....	.....	29,682	3,946
May	12,800	1,705	16,679	369	2,494	691	402	244	.....	.....	32,737	3,153
June	17,311	2,542	10,119	768	2,314	840	.....	.....	.....	.....	31,089	4,294
July	13,214	1,665	10,164	315	2,353	637	.....	.....	.....	.....	26,124	2,563
August	42,276	2,242	29,024	1,482	2,434	734	435	172	.....	.....	351	4,591
September	74,715	2,776	62,130	1,170	8,599	1,273	1,350	334	.....	.....	1,562	6,008
October	36,463	2,333	44,974	1,314	5,309	1,408	2,204	240	.....	.....	1,339	5,640
November	26,554	1,313	33,519	973	3,025	995	713	199	.....	.....	1,193	4,315
Totals	502,673	55,437	773,723	21,466	106,303	30,438	29,129	10,251	8,543	2,339	1,720,393	120,025

FINANCIAL STATEMENT OF GRAIN DEPARTMENT.

RECEIPTS										DISBURSEMENTS									
General	Belling-ham	Everett	Spokane	Seattle	Tacoma	Total	Total	Tacoma	Seattle	Spokane	Everett	Belling-ham	General						
1913—																			
1 April	\$77 90	\$938 96	\$1,402 10	\$1,709 39	\$3,558 37	\$2,560 62	\$1,120 00	\$1,082 50	\$935 00	\$73 12	.....	\$25 00 1					
2 May	51 95	221 48	886 08	932 96	2,091 12	2,575 78	1,005 05	1,135 73	280 75	61 30	.....	52 35 2					
3 June	62 50	156 11	984 76	965 45	2,267 82	2,363 73	992 41	1,991 54	277 80	52 91	.....	52 35 3					
4 July	56 40	91 33	577 36	455 55	1,494 84	2,340 24	1,114 99	908 40	251 60	57 73	.....	113 85 4					
5 August	103 00	126 13	880 51	960 95	2,098 19	2,630 51	1,230 50	842 58	247 85	57 73	.....	130 90 5					
6 September	88 00	344 64	1,898 67	2,597 90	5,045 16	3,593 50	1,772 12	1,492 72	331 16	.....	.....	29 00 6				
7 October	119 70	401 84	3,513 08	3,185 88	7,220 45	4,553 83	2,076 35	1,516 41	265 13	.....	.....	33 30 7				
8 November	133 30	239 04	1,725 98	1,584 45	3,695 97	3,623 10	1,063 55	1,475 55	313 80	.....	.....	50 20 8				
9 Totals.....	\$705 30	\$1,948 75	\$11,767 44	\$12,948 43	\$27,441 92	\$24,330 31	\$10,975 45	\$9,640 33	\$2,503 09	\$397 10	.....	\$314 27 9					
10 December	\$117 50	\$222 19	\$1,332 72	\$1,142 55	\$2,395 96	\$2,364 05	\$1,168 30	\$1,517 45	\$235 13	\$125 00	.....	\$23 15 10					
11 January, 1914	48 95	239 52	1,359 92	1,255 50	2,933 90	2,524 35	1,055 55	1,095 00	209 85	49 00	.....	98 55 11					
12 February	74 00	230 49	1,171 31	1,083 65	2,604 05	2,830 32	931 17	975 10	268 70	47 05	.....	3 90 12					
13 March	38 80	230 79	1,073 24	904 96	2,343 58	2,236 37	905 45	950 95	213 77	38 00	.....	53 68 13					
14 April	60 35	158 13	698 44	584 55	1,738 17	1,809 07	760 74	671 08	238 75	35 65	.....	60 00 14					
15 May	50 50	173 09	523 19	738 05	1,357 63	1,538 96	647 55	513 55	138 71	50 50	.....	59 73 15					
16 June	69 65	174 08	585 25	1,045 10	1,864 08	1,753 02	774 69	524 50	138 85	.....	.....	135 33 16				
17 July	109 05	154 19	513 95	510 38	2,190 99	1,635 73	571 35	574 30	210 96	.....	.....	84 59 17				
18 August	54 25	273 52	1,569 36	2,461 55	5,557 67	3,089 97	1,600 13	975 05	197 52	54 25	.....	23 00 18					
19 September	142 11	451 93	2,049 96	2,004 53	7,883 13	4,746 79	2,335 30	1,773 63	278 74	128 70	.....	97 73 19					
20 October	100 55	335 76	2,151 75	2,139 70	4,893 71	4,783 23	2,071 90	1,851 43	51 55	103 20	.....	45 65 20					
21 November	43 70	212 20	1,735 67	1,919 38	3,906 42	4,169 47	1,942 07	1,692 72	310 55	69 60	.....	147 53 21					
22 Totals.....	\$359 20	\$4,843 69	\$27,589 13	\$30,752 03	\$67,222 95	\$67,361 75	\$35,003 27	\$22,435 14	\$3,005 46	\$1,509 25	\$343 05	\$1,869 95 22						

SUMMARY OF FINANCIAL STATEMENT.

	Receipts	Disbursements	Balances	
Appropriation \$100,000.00 Fund..	\$67,222 96	\$67,861 75	\$9,361 20	General fund not more than is collected.
Appropriation 4,000.00 Fund..	4,000 00	3,333 32	666 68	Chief Inspector's salary.
Appropriation 2,400.00 Fund..	2,400 00	2,000 00	400 00	Chief Clerk's salary.
Appropriation 3,000.00 Fund..	3,000 00	3,000 00	.....	Chief Deputies' salary.
Appropriation 1,000.00 Fund..	1,000 00	999 23	72	Office expense, etc.
Totals.....	\$77,622 96	\$67,194 35	\$10,428 60	

REPORT OF SCALE EXPERT.

OLYMPIA, WN., December 1, 1914.

The Public Service Commission of Washington.

GENTLEMEN: I beg to submit herewith my annual report on the inspection of railroad track scales in the State of Washington for the year ending November 30, 1914, together with recommendations:

Number of scales in state belonging to carriers, 76.

Number of scales in state belonging to carriers tested, 71.

Number of industrial scales tested, 13.

Total number of tests made, 116.

Number of days employed making tests, 180.

Salary and expense incident thereto, \$1,656.90.

Average cost per test, \$14.28.

Number of industrial scales tested.

Number scales having seals removed, 9.

Scales refitted or rebuilt since last report, 13.

Scales re-sealed, 4.

New scales installed, 5.

Scales belonging to carriers not tested, 5.

Total number of scales, carriers' and industrial, tested, 84.

Total number of scales, carriers' and industrial, sealed, 79.

Of the 84 scales tested 64 have concrete foundations.

Of the 84 scales tested 6 have wood foundations.

Of the 84 scales tested 14 have piling foundations.

Of the 84 scales tested 66 have wood construction.

Of the 84 scales tested 18 have steel construction.

Of the 84 scales tested 69 have type register beams.

Of the 84 scales tested 15 have plain or double beams.

Of the 84 scales tested 76 have good scale houses or sheds.

Of the 84 scales tested 22 only have electric lights.

Of the 84 scales tested 4 only have oil lamps.

Greatest variation found on any scale, 1,500 lbs. less than standard.

This was on an industrial scale that had not previously been tested.

24 showed a variation of 200 to 500 lbs.

Of the 24, 4 showed a variation of 300 lbs.

Of the 24, 3 showed a variation of 400 lbs.

Of the 24, 5 showed a variation of 100 lbs.

This is a very good showing considering that they had not been tested for twelve months or over. All of the larger variations were on scales that had been rebuilt or just refitted and no cars had been weighed over them.

(The scale expert for the State of Minnesota reports variations of 1,700 to 16,000 lbs.)

In making above tests car traveled about 7,000 miles. By special request from the Chicago, Milwaukee & St. Paul Railway Company; also Idaho-Washington & Montana Railway Company and Spokane International Railway Company, I tested scales at Eastport, Spirit Lake, St. Maries, Elk River and Potlatch, all in State of Idaho, and have included same in the 116 tests made.

During December, 1913, our scale test car W. & O. S. T. No. 1 was reduced in weight from 103,400 lbs. to 60,000 lbs.

When testing scales it is arranged so that the four outside wheels are raised clear of the track and concentrating the entire 60,000 lbs. on the four inside wheels giving us an 8-foot wheel base. This allows us to test each section of a track scale separately (of which there are four to seven sections). This car has been in service about ten months and has been very satisfactory.

RECOMMENDATIONS.

The test car is now very much in need of repairs; nearly all of the wheels will have to be replaced as they are badly shelled out. There is also some work to be done on the truck frames. When this car was turned out from the Northern Pacific Railway Company shop at Tacoma, December, 1911, the safety appliance rules of the Interstate Commerce Commission were not fully understood and the car was not equipped with all safety appliances, and I will recommend that the car be made standard before it is sent out again. The cost of repairs will be about three hundred dollars, of which the Railroad Commission of Oregon will pay their proportion. And will also recommend that the test car be furnished with four tons of 50-lb. sealed test weights to be used with five tons already furnished by the Railroad Commission of Oregon, the test car to be arranged so as to carry twenty thousand pounds of these test weights for the purpose of testing the car itself.

Our equipment, at present, for testing of the car, is not sufficient and with the four tons asked for will make twenty thousand pounds, and as this would be carried in the car, all that would be necessary when testing out car itself will be to take the car to some new railroad track scale or one that is in good condition, unload the test weights on to a push car, and test each section of track scale carefully, when the car can be tested and a correct weight secured.

SPECIAL RECOMMENDATIONS.

First. For the better maintenance of the track scale testing department, I would suggest that a fee of \$20.00 be made for each test of each track scale; any part of fee not used may be appropriated for purchase of new equipment and repairs to test cars.

Second. The scale expert to have authority to condemn track scales without a hearing.

Third. Scale expert to have authority to make adjustments of track scales when necessary.

Fourth. Better supervision of installation of track scales.

Fifth. Scales not to be used by carriers until tested, corrected and sealed by this Commission.

Sixth. Carriers not to accept weights from industrial scales unless they have been tested, corrected and sealed by this Commission.

In conclusion, I will say that the railroad track scales in the State of Washington have made a remarkable showing when you take into consideration the severe test they are given. We are working under an extreme tolerance of only 50 lbs. and in testing each section of a scale (of which there is four to seven sections in each scale) with our test car weighing 60,000 lbs., if a variation of 50 showed on any section and could not be adjusted, the seal was removed. Only nine scales out of the 84 would not meet this severe test and seal removed. Out of the 79 scales sealed not one showed a variation of over 20 lbs.

Under separate cover, I am sending report of all scales tested, their location and general specifications.

Respectfully submitted,

GEORGE H. KAISER,

Scale Expert.

**OPINIONS RENDERED BY THE ATTORNEY
GENERAL TO THE PUBLIC SERVICE
COMMISSION FOR THE PERIOD
ENDING NOVEMBER 30, 1914.**

OLYMPIA, WN., November 24, 1914.

To The Public Service Commission of Washington.

GENTLEMEN: In reply to your letter of the 17th inst, enclosed herewith you will find data giving you the status of all litigation involving your office; also copies of the opinions rendered your department during the current year.

Yours respectfully,

W. V. TANNER.
Attorney General.

TELEPHONE SERVICE TO TRUSTEE IN BANKRUPTCY.

OLYMPIA, WN., February 9, 1914.

To The Public Service Commission of Washington.

GENTLEMEN: We are in receipt of your inquiry of the 5th inst. as to whether or not a telephone company may refuse its services to a trustee in bankruptcy until the trustee pay the arrears of the bankrupt.

We are assuming that the trustee is able and willing to comply with the reasonable regulations of the telephone company as to applicants for service.

The answer to your question depends upon two propositions. First, may the telephone company require one to pay the arrears of a prior occupant as a condition precedent to rendering service; second, is there a change in the occupancy between a bankrupt and the trustee in bankruptcy?

In the case of *Linne v. Bredes*, 45 Wash. 540, a purchaser sued his vendor to recover the amount paid by him for water charges of the city of Seattle in arrears at the time of the conveyance, the contention being that such charges, under an ordinance of the city of Seattle, constituted a lien upon the premises. The court held that in the absence of statute a public service corporation (or a city performing similar services) had no lien upon the premises served for water charges, and that the ordinance was invalid. The court expressly distinguished the case of *Tacoma Hotel Co. v. Tacoma Light & Water Co.*, 3 Wash. 316, in which case it was held that a water company could cut off its water from a delinquent user until he paid his arrears, upon the express ground that in the Tacoma case the applicant was himself the party in arrears, whereas in the Linne case there was a change of occupancy. The court cites numerous cases to sustain its holding and the general rule appears to be that where there is a change of occupancy, in the absence of a statute making charges a lien, a public service corporation held a new occupant for the arrears of the prior occupant. It is true that in these cases the question appears to have arisen between water or gas companies and applicants for service, but the principle involved

would seem equally applicable to telephone companies. There is no statutory lien given to telephone companies in this state.

As to the second proposition, you refer us to Wyman on Public Service Corporations, wherein it is stated in section 457:

"Whether a trustee in bankruptcy or a receiver of a corporation, as a tenant, is independent of the bankrupt, his predecessor, has been discussed. But the usual rule is that a trustee who elects to remain in possession after the adjudication in bankruptcy, is an independent tenant, and may demand service without first paying the bankrupt's arrears, and so may a receiver."

In *Coe v. New Jersey, &c.*, 30 N. J. Eq. 440, cited by the author, it was held that a city could not refuse its water services to the receiver of an insolvent corporation until he had paid the arrears of the corporation.

In *Cox v. Halden, &c., Gaslight Co.*, 85 N. E. 180, 17 L. R. A. (N. S.) 1235, under a statute which made the question of a change in occupancy the precise matter to be determined, the Massachusetts court held that there was a change in the occupancy between an assignor and his assignee for the benefit of creditors, and that therefore the defendant company could not refuse to serve the assignee until he paid the arrears of the assignor.

Were a telephone company to be permitted to require payment of the arrears of a bankrupt as a condition precedent to rendering services to the trustee in bankruptcy, it would thereby be enabled to obtain a preference finding no authority in the Federal bankruptcy act.

You are therefore advised that a telephone company is not authorized to require a trustee in bankruptcy to pay the arrears of the bankrupt as a condition precedent to rendering him its services.

Yours respectfully,

E. W. ALLEN,

Assistant Attorney General.

CARRIER MAY ICE PERISHABLE SHIPMENTS.

OLYMPIA, WN., September 3, 1914.

To The Public Service Commission of Washington.

GENTLEMEN: Under date of August 14, 1914, the prosecuting attorney of Benton county wrote a letter to this department reading as follows:

"Large quantities of fruit are being shipped out of this place in refrigerator cars. The railroad company (Northern Pacific) charges \$30 for icing, which is done in Pasco, thirty-eight miles distant. The cars are brought here and stand around from one to two days before they can be loaded and billed out. Our local ice dealer will ice the cars for \$20, but the railroad company refuses to spot the cars at the ice plant, or to allow the icing to be done by him. The shipper pays the cost of icing. Is there any way by which the railroad company can be forced to allow the local dealers to do this icing? Your suggestions in the matter will be appreciated."

This letter was referred to you, and you have now re-referred it to us for our opinion.

The specific question propounded, whether a carrier can be compelled to permit a local dealer to furnish ice, cannot be answered categorically without possibly having our answer misunderstood. Because the inquiry suggests a question which is more one of railroad practice than of law, we respectfully refer you to the decision of the Interstate Commerce Commission in *Arlington Heights Fruit Exchange v. Southern Pacific Ry. Co.*, 20 I. C. C. 106, where the subject of fruit transportation and refrigeration is exhaustively considered. That case involved the rates and practices of carriers engaged in the transportation of citrus fruits from Southern California to eastern points. Prac-

tically all this fruit required some system of ventilation or refrigeration.

The Interstate Commerce Commission pointed out that two systems of refrigeration were involved, one known as "standard refrigeration" and the other as "pre-cooling." These two systems were considered separately.

Under the system of "standard refrigeration," the fruit as it came from the orchards, was placed in the refrigerator car before either the car or the fruit had been artificially cooled. The car was then hauled to a terminal, where the ice bunkers were filled, and the car started to its eastern destination. En route, the car was re-iced from time to time.

There were two distinct methods of "pre-cooling." By the first method, the shipper took the fruit from the orchard to a cold storage plant, and there, prior to loading in cars, reduced the fruit to a temperature slightly above freezing. The fruit then was loaded into a refrigerator car, the bunkers filled with large cakes of ice, the car sealed and sent to its eastern destination, with instructions that it should not be opened or re-iced en route. By the other method of pre-cooling, the fruit was loaded in the refrigerator car as it came from the orchard. The car after loading was hauled to the terminal, where the railroad maintained a refrigerating plant. A blast of cold air was forced through the car, the bunkers, after being filled with large cakes of ice, were sealed, and the car started to its eastern destination, and not opened or re-iced en route.

So far as the inquiry before us is concerned it is not necessary to further distinguish between these two systems of pre-cooling.

Regarding "standard refrigeration," the Interstate Commerce Commission said (20 I. C. C., p. 116):

"In case of a considerable portion of the year transportation without artificial cooling is impossible, and refrigeration is therefore a part of the service of transportation. Both the courts and the commission have decided that carriers must, under such circumstances, be prepared to furnish reasonable refrigeration upon reasonable request. Now, if it is the duty of these defendants to furnish this refrigeration service, then they may insist upon performing the entire service. The shipper has no right to provide refrigeration himself today and call upon the railroad company for that service tomorrow. To permit such a course is to demoralize the service of the defendants and prevent them from discharging their duty with economy and efficiency.

"The above propositions can not be controverted. In view of the circumstances under which these oranges are transported, it is the duty of the carrier to furnish refrigeration upon reasonable demand, and in so far as the furnishing of that refrigeration is a part of the service rendered by the carrier, the carrier may insist upon its right to furnish that service exclusively. Without referring to authorities or attempting to state reasons, we accept these fundamental propositions as correct. * * *

That the furnishing of the ice is a part of the transportation, and therefore a service which the carrier may insist upon doing itself, is established so far as interstate commerce is concerned by the decision cited. But if that question was debatable in other jurisdictions, we think it is settled in this state as to local commerce by section 8 of the public service commission law (Chapter 117, Laws of 1911) which provided:

"The term, transportation of property, when used in this act, includes any service in connection with * * * ventilation, refrigeration, icing, * * * of the property transported."

Therefore, by express statutory enactment in this state, the furnishing of ice is recognized as transportation, which the carrier must be prepared to furnish and may insist on performing.

As regards the system of pre-cooling under which the shipper cooled the fruit prior to loading, the Interstate Commerce Commission applied a different rule, and held that the shipper had the right to furnish the ice.

The matter of "pre-cooling" does not appear to be involved in the inquiry before us, and we therefore pass it without extended discussion.

While under the system of "standard refrigeration" the carrier may insist upon furnishing the ice, that fact does not leave the shipper subject to arbitrary exactions. This transportation charge, like all others, must be just and reasonable. If the carrier prescribes unjust and unreasonable charges for refrigeration they may be corrected by the commission after hearing, as in other cases. In determining what is a just and reasonable aggregate charge to be made to the shipper, the Interstate Commerce Commission, in the Arlington Heights case, held that in addition to the usual charges for hauling the fruit the carrier had the right to impose a reasonable charge per car for the refrigeration, which charge should include (1) the cost of the ice; (2) an allowance for the extraordinary repairs to the ice bunkers; (3) an allowance for hauling the ice; (4) something to cover the element of risk which the carrier must assume in rendering the service; and (5) a fair profit upon the transaction.

The cost of ice at the several icing points is emphasized as one item of great importance. If, upon investigation, it is found that the carrier is imposing a greater charge for this item than the fair average prevailing price of ice at icing points, the Commission would be justified in giving much weight to that fact in determining the total just and reasonable refrigeration charge.

In direct answer to the inquiry of the prosecuting attorney, we therefore advise that in our opinion, where perishable fruit moves under standard refrigeration, the carrier may insist upon furnishing the ice, provided, however, that the refrigeration charges, and the practices relating thereto, shall be just and reasonable.

The foregoing is written upon the assumption that the carriers operating in this state have not by their tariffs provided that shippers or local ice dealers may furnish the ice. If there are any such tariff provisions, they, of course, would govern while they remain in force. As to whether or not there are any tariffs in force extending such privileges to shippers or local dealers, we are not informed, and suggest that you inquire of your traffic department.

Yours respectfully,

STEPHEN V. CAREY,
Assistant Attorney General.

STATUS OF CASES IN COURTS.

IN THE UNITED STATES DISTRICT COURT, WESTERN DISTRICT OF WASHINGTON.

Great Northern Railway Company v. Lee, et al. No. 1093. Action to restrain enforcement of distributive rate order of March 2, 1912. Settled out of court and action dismissed on stipulation.

Northern Pacific Railway Company v. Lee, et al. No. 1094. Action to restrain enforcement of distributive rate order of March 2, 1912. Settled out of court and action dismissed on stipulation.

The Pacific Telephone & Telegraph Company v. Skagit River Telephone Company and Public Service Commission, et al. Action to enjoin enforcement of order requiring physical connection. Pending.

Scott Calhoun and Joseph Parkin, Receivers of the Seattle, Renton & Southern Railway Company v. Public Service Commission, et al. Action to restrain enforcement of order staying new tariff. Pending.

IN SUPREME COURT, STATE OF WASHINGTON.

Northern Pacific Railway Company v. Public Service Commission of Washington. No. 10986. Appeal from judgment of the superior court of Thurston county, affirming findings and order of Commission requiring Northern Pacific Railway Company to make same rates from Tacoma to certain points in Eastern Washington as from Seattle to same points. Affirmed.

State ex rel. Pacific Power & Light Company v. Public Service Commission. No. 11630. Action to review findings and order of the Commission requiring relator to file plans of improvements of water system, North Yakima. Company appealed. Appeal dismissed.

State ex rel. Great Northern Railway Company v. Public Service Commission. No. 11307. Action to review order of Commission requiring relator to stop additional passenger train at station of Krupp in Grant county. Commission's order affirmed by superior court of Thurston county. Judgment affirmed.

State ex rel. Chicago, Milwaukee & Puget Sound Railway Company v. Public Service Commission. No. 11072. Appeal from judgment of superior court of Thurston county, reversing order of Commission requiring industrial spur at Whittier. Appeal taken by Commission. Judgment reversed.

State ex rel. Puget Sound Traction, Light & Power Company v. Public Service Commission, et al. Appeal from judgment of Thurston county superior court reversing order of Commission requiring relator to sell four cent street car tickets on its cars and at sub-stations. Pending on stipulation to dismiss.

Northern Pacific Railway Company v. Public Service Commission. To restrain enforcement of order in re coal rates from Moslyn. Appeal of company from judgment in superior court of Thurston county for Commission. Pending.

State ex rel. Raymond Light and Water Company v. Public Service Commission of Washington. Appeal of Willapa Lumber Company, intervenor, from judgment for relator. Pending.

State ex rel. Public Service Commission v. Skagit River Telephone Company, et al. To enforce order of Commission requiring physical connection of telephone lines. Appeal by Commission from judgment of dismissal. Pending.

IN SUPERIOR COURTS OF WASHINGTON.

State ex rel. Kennewick Valley Water Users' Association v. Public Service Commission. Superior Court. Benton County. No. 1502. To review order of Commission dismissing complaint against the Northern Pacific Irrigation Company. Pending on motion to dismiss.

State ex rel. Malaga Land Company v. Public Service Commission, et al. Superior Court of Thurston County. No. 5570. Appeal from order requiring the relator to do certain things in connection with its irrigation system. Pending.

State ex rel. Public Service Commission v. Spokane & Inland Empire Railroad Company. Superior Court Spokane County. Action in mandamus to compel defendant to file with Public Service Commission schedule of rates for furnishing and sale of electric power for commercial purposes. Writ granted. Pending on appeal.

PUBLIC SERVICE COMPANIES.

Herewith are presented a list of all public service utilities operating in the State of Washington which have filed tariffs with the Commission:

GAS COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Centralia & Chehalis Gas Co.....	Centralia, Chehalis.....	Centralia
Central Washington Gas Co.....	Wenatchee	Wenatchee
Everett Gas Co.....	Everett, Monroe, Snohomish	Everett
Grays Harbor Gas Co.....	Aberdeen, Hoquiam.....	Aberdeen
Key City Light & Power Co.....	Port Townsend....	Port Townsend
Olympia Gas Co.....	Olympia	Tacoma
Pacific Power & Light Co.....	Clarkston, North Yakima, Walla Walla, Vancouver..	Portland
Prescott Gas Lighting Co.....	Prescott	Prescott
Puget Sound Traction, Light & Power Co.....	Bellingham	Seattle
Seattle Lighting So.....	Seattle	Seattle
Spokane Falls Gas Light Co.....	Spokane	Spokane
Tacoma Gas Co.....	Tacoma, Puyallup.....	Tacoma

IRRIGATION COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Attalia Land Co.....	Attalia	Spokane
Bridgeport Water Co.....	Bridgeport	Bridgeport
Burbank Company.....	Burbank	Burbank
Clarkston Irrigating Co.....	Clarkston	Clarkston
Cloverland Co-operative Water Co.	Cloverland	Cloverland
Fruitland Irirgation Co.....	Kettle Falls.....	Kettle Falls
Horn Rapids Irrigation Co.....	Benton County.....	Seattle
Icicle Canal Co.....	Cashmere	Cashmere
Hudson Water Co.....	Spokane	Spokane
Kettle River Power & Irrigation Co.	Republic	Republic
Kettle Falls Canal & Land Co....	Kettle Falls.....	Kettle Falls
Klona Benton Land & Water Co..	Benton City.....	Seattle
Klona Development Co.....	Klona	Seattle
Loon Lake Irrigation Co.....	Stevens County.....	Spokane
Maple Co-operative Water Co.....	College Place.....	College Place

NAME.	LOCATION.	BUSINESS ADDRESS.
Newman Lake Canal Co.....	Otis Orchards.....	Spokane
Northern Pacific Irrigation Co....	Kennewick	Kennewick
Olympic Irrigation & Construc- tion Co.....	Port Angeles.....	Port Angeles
Pasco Reclamation Co.....	Pasco	Pasco
Sequim Prairie Ditch Co.....	Sequim	Sequim
Snow Creek Water Co.....	Leavenworth	Leavenworth
Stratford Irrigation Co.....	Adrian, Soap Lake, Stratford	Grant Orchards
Touchet Irrigation & Imp. Co.....	Touchet	Touchet
Walla Walla Irrigation Co.....	Gardena	Walla Walla
Washington Development Co.....	Adams, Franklin and Whitman Counties...	Palouse Falls
Wenatchee Canal Co.....	Wenatchee	Wenatchee
Wenatchee Park Land & Irriga- tion Co.....	Wenatchee	Wenatchee
Whitestone Irrigation & Power Co.	Loomis	Loomis
Yelm Irrigation Co.....	Yelm	Yelm

WATER COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Anacortes Water Co.....	Anacortes	Anacortes
Attalla Land Co.....	Attalla	Spokane
Baker River Power, Light & Water Co.....	Concrete	Concrete
Bisson & Hadder.....	South Prairie	South Prairie
Blaine Water Co.....	Blaine	Blaine
Bossberg Water Co.....	Bossburg	Bossburg
Bridgeport Development Co.....	Bridgeport	Bridgeport
Burbank Company.....	Burbank	Burbank
Burke & Farrar, Inc.....	Kirkland	Seattle
Carson Water Co.....	Carson	Carson
Camas Water Company.....	Camas	Camas
Carter, L. B.....	Friday Harbor.....	Friday Harbor
Castle Rock Water Co.....	Castle Rock.....	Castle Rock
Chelan Electric Co.....	Cnelan	Chelan
Chinook Water Works.....	Chinook	Portland
City Water Works.....	Hatton	Hatton
City Water Works.....	Northport	Northport
Clarkston Irrigation Co.....	Clarkston	Clarkston
College Place Water Works.....	College Place	College Place
Connell Land & Improvement Co.	Connell	Connell
Cosmopolis Water Co.....	Cosmopolis	Cosmopolis
Coulee City Water Works.....	Coulee City.....	Spokane

NAME.	LOCATION.	BUSINESS ADDRESS.
Curlew Mining Co.....	Republic	Republic
Duvall Light & Water Co.....	Duvall	Duvall
East Spokane Water Co.....	Spokane	Spokane
Edmonds Spring Water Co.....	Edmonds	Edmonds
Ellensburg Gas & Water Co.....	Ellensburg	Ellensburg
Entiat Delta Orchards Co.....	Entiat	Entiat
Enumclaw Water & Light Co.....	Enumclaw	Enumclaw
Everson Water Works.....	Everson	Everson
Fairhaven City Water & Power Co.	So. Bellingham.....	So. Bellingham
Garrison Fisher Water Co.....	Bremerton, Charleston..	Bremerton
Georgetown Water Co.....	Georgetown	Seattle
Gilman Water Co.....	Issaquah	Issaquah
Goldbar Light & Water Co.....	Goldbar	Seattle
Harman, Icey G.....	Orting	Orting
Harrington Water Works.....	Harrington	Harrington
Home Power & Water Co.....	Mt. Vernon	Mt. Vernon
Hoquiam Water Co.....	Hoquiam	Hoquiam
Hutchinson Irrigation & Land Co.	Spokane	Spokane
Ilwaco Water Works.....	Ilwaco	Portland
Index Water Co.....	Index	Index
Iona Water & Light Co.....	Ione	Spokane
Jim Creek Water, Light & Power Co.	Arlington	Arlington
Kapowsin Water Co.....	Kapowsin	Kapowsin
Kelso Water Co.....	Kelso	Kelso
Kingston Power & Water Co.....	Kingston	Kingston
La Conner Water Co.....	La Conner	La Conner
LaCrosse Water Co.....	La Crosse	La Crosse
Little Falls Water Co.....	Vader	Vader
Lyle Company.....	Lyle	Lyle
Malden Water Works Co.....	Malden	Spokane
Manette Water Works.....	Manette	Manette
Maple Co-operative Water Co.....	College Place.....	College Place
Marcus Light & Water Co.....	Marcus	Hillsboro, Ore.
Maury Water Works Co.....	Maury Island.....	Portage
Meerscheidt, A.....	Mercer Island.....	Seattle
Metaline Falls Light & Water Co.	Metaline Falls.....	Metaline Falls
Monroe Water & Light Co.....	Monroe	Monroe
Mountain Springs Water Co.....	Seaview	Portland
Newport Water Co.....	Newport	Newport
Northern Pacific Irrigation Co.,	Kennewick	Kennewick
Northwest Electric & Water Works	Montesano, South Bend.	Montesano

NAME.	LOCATION.	BUSINESS ADDRESS.
North Bend Heat, Light, Water & Power Co.....	North Bend.....	North Bend
Orchard Water Co.....	Kalama.....	Kalama
Orient Water & Electric Co.....	Orient.....	Orient
Pacific Power & Light Co.....	Kennewick, Prosser, North Yakima, Pasco.....	Portland
Pe Ell Water System.....	Pe Ell.....	Pe Ell
Port Angeles Water Supply Co....	Port Angeles.....	Seattle
Fruit, L. H.....	Ephrata.....	Ephrata
Puget Sound International Ry. & Power Co.....	Everett.....	Seattle
Rainy Valley Electric Co.....	Morton.....	Morton
Raymond Water Co.....	Raymond.....	Raymond
Rosalia Water Co.....	Rosalia.....	Rosalia
Rucker Bros. Inc.....	Marysville.....	Everett
Skagit Improvement Co.....	Burlington, Sedro Woolley.....	Sedro Woolley
Springdale Water Co.....	Springdale.....	Springdale
Stanwood Water Co.....	Stanwood.....	Stanwood
Stevenson Water & Improvement Co.....	Stevenson.....	Stevenson
Springhill Water Co.....	Bothell.....	Bothell
Sumas Water Co.....	Sumas.....	Sumas
Tacoma Water Supply Co.....	Ruston, Tacoma.....	Tacoma
Tenino Water Works.....	Tenino.....	Montesano
Toledo Water Works.....	Toledo.....	Toledo
Tolt Water, Light & Power Co....	Tolt.....	Tolt
Tumwater Power & Water Co....	Tumwater.....	Tumwater
Thomas & Colburn Water Co.....	White Salmon.....	White Salmon
Washington-Oregon Corporation ..	Chehalis, Vancouver....	Vancouver
Washington Public Service Co....	Olympia.....	Olympia
Washougal Water Co.....	Washougal.....	Washougal
Washtucna Water System.....	Washtucna.....	Washtucna
Weld, F. F.....	Rolling Bay.....	Seattle
West Seattle Land & Improve- ment Co.....	West Seattle.....	Seattle
Western Springs Water Co.....	Stellacoom.....	Stellacoom
White Salmon Water Co.....	White Salmon.....	White Salmon
Winlock Water Co.....	Winlock.....	Winlock
Woodlawn Park Water Co.....	Spokane.....	Spokane

ELECTRIC COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Anacortes Light & Water Co.....	Anacortes.....	Anacortes
Attalia Land Co.....	Attalia.....	Spokane
Baker River Power, Light & Water Co.....	Concrete.....	Concrete

NAME.	LOCATION.	BUSINESS ADDRESS.
Bremerton Charleston Light & Fuel Co.....	Bremerton, Charleston	Bremerton
Buckley Electrical Co.....	Buckley	Buckley
Burbank Company.....	Burbank	Burbank
Central Light & Mfg. Co.....	Pe Ell	Pe Ell
Chelan Electric Co.....	Chelan	Chelan
Duvall Light & Water Co.....	Duvall	Duvall
Edmonds Electric Light & Power Co.	Edmonds	Edmonds
Elma Light & Power Co.....	Elma	Elma
Enloe Electric Co.....	Fairfield, Rosalia, Malden, Waverly, Medical Lake.....	Spokane
Enumclaw Water & Light Co.....	Enumclaw	Enumclaw
Everett Gas Co.....	Everett, Monroe, Snohomish	Everett
Goldbar Light & Water Co.....	Goldbar	Seattle
Granite Falls Electric Co.....	Granite Falls	Granite Falls
Grays Harbor Ry. & Light Co.....	Aberdeen, Hoquiam, Cosmopolis	Aberdeen
Hanford Irrigation & Power Co...	Hanford	Hanford
Hunters' Electrical Co.....	Hunters	Hunters
Idaho-Washington Light & Power Co.	Colton, Palouse, Pullman, Farmington, Garfield, Tekoa, Oakesdale, Uniontown....	Spokane
Independent Electric Co.....	Castle Rock, Toledo, Little Falls, Winlock, Napavine, Woodland....	Portland
Index-Galena Co.....	Index	Index
Ione Water & Light Co.....	Ione	Spokane
Jim Creek Water, Light & Power Co.	Arlington	Arlington
Key City Light & Power Co.....	Port Townsend	Port Townsend
Kulger Electric Co.....	Gray, Springdale, Kulger, Valley	Valley
La Conner Electric Co.....	La Conner	La Conner
Lebam Electric Co.....	Lebam	Raymond
Lewiston Clarkston Improvement Co.	Asotin, Clarkston	Clarkston
Little Spokane Light & Power Co..	Milan, Deer Park, Chatteroy	Deer Park
Marcus Light & Water Co.....	Marcus	Hillsboro, Ore.
Metaline Falls Light & Water Co..	Metaline Falls	Metaline Falls
Morton, J. D.....	Conconully	Conconully
Northern Clarke County Light & Power Co.....	Yacolt	Yacolt

NAME.	LOCATION.	BUSINESS ADDRESS.
Northern Idaho & Montana Power Co.	Newport	Sand Point, Ida.
North Shore Light & Power Co....	Ilwaco, Long Beach.....	Ilwaco
Northwestern Electric Co.....	Camas, Washougal.....	Portland
Northwest Electric & Water Works	Montesano, South Bend.....	Montesano
Oakville Light & Power Co.....	Oakville	Oakville
Okanogan Valley Power Co.....	Brewster, Bridgeport, Okanogan, Pateros.....	Spokane
Olympia Light & Power Co.....	Olympia	Olympia
Olympic Power Co.....	Port Angeles.....	Port Angeles
Pacific Northwest Traction Co....	Burlington, Mount Vernon, Sedro Woolley, Hamilton, Lyman	Seattle
Pacific Power & Light Co.....	Benton, Pomeroy, Centerville, Prosser, Dayton, Richland, Grand Dalles, Sunnyside, Grandview, Toppenish, Waitsburg, Granger, Walla Walla, Goldendale, Kennewick, Wapato, White Bluffs, Mabton, North Yakima, White Salmon, Pasco, Zillah.....	Portland
Pehrson Bros.....	Ferndale	Ferndale
Portland Ry. Light & Power Co..	Vancouver	Portland
Puget Sound Electric Co.....	Auburn, Kent.....	Seattle
Puget Sound International Ry. & Power Co.....	Everett	Seattle
Puget Sound Traction, Light & Power Co.....	Bellingham, Auburn, Orting, Geneva, Alderton, Orillia, Lynden, Earlington, Redmond, Maple Falls, Richmond, Medina, Glacier, Kirkland, Wayne, Lake Forest Park, Bellevue, Ronald, Bothell, Juanita, O'Brien, Hunt's Point, Tolt, Snoqualmie, Houghton, Rleringer, Renton, Christopher, North Park, Riverton, Allentown, Issaquah, Puyallup, North Bend, Thomas, Kapowsin, Duwamish, Sumner, Foster, Richmond Beach, Everett, Seattle, Tacoma, Ruston, American Lake,	Seattle

Operating the following companies: Pacific Northwest Traction Co., Puget Sound Electric Ry., Puget Sound International Ry. & Power Co., Tacoma Railway & Power Co.

NAME.	LOCATION.	BUSINESS ADDRESS.
Rainy Valley Electric Co.....	Morton	Morton
Republic Light & Power Co.....	Republic	Republic
Shelton Electric Co.....	Shelton	Shelton
Similkameen Power Co.....	Oroville	Oroville
Skamania Light & Power Co.....	Carson, Stevenson.....	Stevenson
Spokane County Electric Co. Inc...	Rockford	Rockford
Stanwood Light & Power Co.....	Stanwood	Stanwood
Starbuck Electric Co.....	Starbuck	Starbuck
Stevens County Power & Light Co.	Colville	Spokane
Sumas Electric Light Co.....	Sumas, Everson, Nooksack	Sumas
Tacoma Railway & Power Co.....	Tacoma, American Lake...	Tacoma
Tumwater Light & Water Co.....	Leavenworth	Leavenworth
Washington-Oregon Corporation...	Centralia, Chehalis, Kalama, Kelso, Tenino...	Portland
Washington Public Service Co.....	Olympia	Olympia
Washington Water Power Co.....	Colfax, Latah, Odessa, Davenport, Spokane, Harrington, Elberton, Lind, Spangle, Reardan, St. John, Ritzville, Sprague, Wilbur.....	Spokane
Weller, Chas. J.....	Wilson Creek.....	Wilson Creek
Wenatchee Valley Gas & Electric Co.	Cashmere, Dryden, Entiat, Monitor, Orondo, Waterville, Wenatchee	Wenatchee
Western Light & Power Co.....	Camas, Washougal....	Washougal
Willapa Electric Co.....	Raymond, South Bend...	Raymond
Willette Bros.....	Addy	Addy

TELEPHONE COMPANIES.

NAME.	ADDRESS.
Angeles Telephone & Telegraph Co.....	Port Angeles
Asotin Telephone Co.....	Asotin
Benton Independent Telephone Co.....	Prosser
Brewster Telephone Exchange.....	Brewster
Bridgeport Telephone Co.....	Bridgeport
Camas Telephone & Telegraph Co.....	Washougal
Camas Prairie Telephone Co.....	Glenwood
Cascade Telephone Co.....	North Bend
Cascade Telephone Co.....	Roslyn
Cedar Canyon Telephone Co.....	Turk
Cedarhome Telephone Co.....	Stanwood

NAME.	ADDRESS.
Centerville Telephone Co.....	Certerville
Chehalis Bolstfort Telephone Co.....	Curtis
Chelan Valley Telephone & Telegraph Co.....	Chelan Falls
Citizens' Independent Telephone Co.....	Port Townsend
Cloverland-Asotin Telephone Co.....	Cloverland
Cohasset Beach Telephone Co.....	Aberdeen
Columbia Telephone Co.....	Sixprong
Connell-Kahlotus Telephone Co.....	Connell
Connell Land & Improvement Co.....	Connell
Coweeman Telephone Co.....	Kelso
Cowichee Telephone Co.....	Cowichee
Creston Telephone Co.....	Creston
Davenport Independent Telephone Co.....	Davenport
Diedrich Telephone Co., John S.....	Chewelah
Dryad Home Telephone Co.....	Dryad
East Okanogan Farmers' Telephone Co.....	Chesaw
East Side Telephone Co.....	Chelan
Edmonds Independent Telephone Co.....	Edmonds
Ellensburg Telephone Co.....	Ellensburg
Elma Telephone Co.....	Elma
Entiat Telephone & Telegraph Co.....	Entiat
Fall City Telephone Co.....	Fall City
Farm & City Telephone Co.....	Davenport
Farmers' Independent Telephone Co.....	Waterville
Farmers' Independent Telephone Association.....	Salkum
Farmers' Mutual Telephone Co.....	Lynden
Farmers' Telephone Co. of Pe Ell.....	Pe Ell
Farmers' Telephone Co.....	Omak
Farmers' Telephone & Telegraph Co.....	Wenatchee
Farmers' Union Telephone Co.....	Goldendale
Farmers' United Telephone & Telegraph Co.....	Mansfield
Furness, Amos.....	Bucoda
Granger Telephone & Telegraph Co.....	Kelso
Grant County Telephone Co.....	Quincy
Harstine Telephone Co.....	Arcadia
Hettrick, J.....	Yelm
Hicksville Wheeler Telephone Co.....	Wheeler
Home Telephone Co.....	Silver Creek
Home Telephone Co.....	Spokane
Home Telephone & Telegraph Co.....	Chehalis
Hotes, Fred J.....	Alder
Ilwaco Telephone & Telegraph Co.....	Ilwaco
Inland Co-operative Telephone Association.....	Pullman
Inland Independent Telephone Co.....	Spokane
Inter-Farmers' Telephone Co.....	Leland
Inter-Island Telephone Co.....	Friday Harbor

NAME.	ADDRESS.
International Telephone Co.....	Bellingham
Interstate Telephone Co.....	Spokane
Island Empire Telephone & Telegraph Co.....	Tacoma
Kalama Local Telephone Exchange.....	Kalama
Keller & San Poi Telephone & Telegraph Co.....	Keller
Kennewick Valley Telephone Co.....	Kennewick
Kent & Renton Telephone & Telegraph Co.....	Seattle
Kettle Falls & Daisy Telephone Co.....	Kettle Falls
Kitsap County Telephone Co.....	Bremerton
Lacey-Chambers Prairie Mutual Telephone Co.....	Olympia
La Crosse Telephone Co. Ltd.....	La Crosse
Lake Washington Telephone Co.....	Kirkland
Lewis River Independent Telephone Co.....	Woodland
Liberty Lake Rural Telephone Co.....	Liberty Lake
Little Kentucky Rural Telephone Co.....	Toledo
Lyle Telephone Co.....	Lyle
Lyle & Appleton Telephone Co.....	Lyle
Malden Supply & Power Co.....	Malden
Maple Falls Telephone Co.....	Maple Falls
Marcus & Kettle Valley Telephone Co.....	Napoleon
Mashell Telephone Co.....	Eatonville
McCleary Timber Co., Henry.....	McCleary
Medical Lake Telephone Co., Inc.,.....	Medical Lake
Minehaha Co-operative Telephone Co.....	Vancouver
Mutual Telephone Co.....	Mesa
Montesano Telephone Co.....	Montesano
Naches Telephone Co.....	Naches
Nagel Telephone System.....	Neppel
Newport Telephone Co.....	Newport
Nile Telephone Co.....	Nile
North Basin Telephone Co.....	Orin
Northeastern Telephone Co.....	Pomona
Northport Deepcreek Telephone Co.....	Cummins
North River Telephone Co.....	Raymond
North Shore Telephone Co.....	Knapptown
Northwestern Long Distance Telephone Co.....	Tacoma
Oakesdale Telephone Exchange.....	Rosalia
Okanogan Telephone & Telegraph Co.....	Okanogan
Olalla Telephone Co.....	Olalla
Orchards Telephone Co.....	Vancouver
Oregon-Washington Telephone Co.....	Hood River, Ore.
Outlook Telephone Co.....	Outlook
Pacific Telephone & Telegraph Co.....	Portland
Peninsula Telephone Co.....	Clallam Bay
Peoples' Co-operative Telephone Co.....	Gate
Peoples' Telephone & Power Co.....	Tonasket

NAME.	ADDRESS.
Porter Independent Telephone Co.....	Porter
Postal Telegraph Cable Co.....	Seattle
Poulsbo Rural Telephone Co.....	Poulsbo
Prescott Telephone & Telegraph Co.....	Prescott
Puget Sound Independent Telephone Co.....	Everett
Puyallup Valley Home Telephone Co.....	Puyallup
Quincy Telephone Co.....	Quincy
Richland Telephone Co.....	Richland
Richmond Beach Telephone & Power Co.....	Richmond Beach
Ridgefield, Sara & Vancouver Farmers' Union Telephone Co...	Ridgefield
Riverside Telephone Co.....	Riverside
Rosalia Telephone Co.....	Rosalia
Rural Telephone Co.....	Randle
Sea Beach Packing Works.....	Copalis
Selah Telephone Co.....	Selah
Skagit River Telephone & Telegraph Co.....	Concrete
Skagit Valley Telephone Co.....	La Conner
Skamania Co-operative Telephone Co.....	Stevenson
Sound Telephone Co.....	Home
Southwest Washington Telephone Co.....	Yacolt
Stemilthill Telephone Co.....	Wenatchee
Summit Valley Telephone Co.....	Addy
Sunnyside Telephone Co.....	Sunnyside
Tampico Telephone Co.....	Tampico
Tekoa Telephone Co.....	Tekoa
Tenino Telephone Exchange.....	Tenino
Tieton Telephone Co.....	North Yakima
Touchet Central Telephone Co.....	Touchet
Tualco Telephone Co.....	Monroe
Tumwater Light & Water Co.....	Leavenworth
Twin City Telephone Co.....	Pasco
Underwood Telephone Co.....	Underwood
Unintown Telephone Co.....	Unintown
Valley Telephone Co.....	Valley
Washington Northern Telephone & Telegraph Co.....	Republic
Washougal Home Telephone Co.....	Washougal
Washtucna Highline Telephone Co.....	Washtucna
Waverly Telephone Co.....	Waverly
Wenas Telephone Co.....	Selah
West Crescent Farmers' Co-operative Telephone Co.....	Reardon
West Side Telephone Co.....	Twisp
Wetterer, A. C.....	Marcus
Wheat Ridge Telephone Co.....	Wilbur
Whidby Telephone Co.....	Langley
White Bluffs & Columbia River Telephone Co.....	White Bluffs
Whitman County Consolidated Telephone & Telegraph Co.....	Colfax

NAME.	ADDRESS.
Willapa Harbor Telephone Co.....	Raymond
Willapa Valley Telephone Co.....	Menlo
Winesap Telephone Co.....	Lakeside
Winlock Home Telephone Co.....	Winlock
Winona Telephone Co.....	Winona
Woodhouse Telephone Co.....	North Yakima
Yakima Valley Telephone Co.....	Sunnyside

DOCKS AND WHARVES.

NAME OF DOCK.	COMPANY.
ABERDEEN:	
Harbor Dock.....	Harbor Dock Co.
ANACORTES:	
Anacortes Lbr. & Dock Co.'s Dock...	Anacortes Lumber & Dock Co.
City Float (Municipal).....	City of Anacortes
Coast Fish Co. Dock.....	Coast Fish Co.
Curtis Wharf.....	Curtis Wharf & Coal Co.
Fidalgo Lbr. & Box Co. Dock.....	Fidalgo Lbr. & Box Co.
ARGYLE:	
Argyle Public Wharf.....	J. O. Bergman, Owner
BELLINGHAM:	
Citizens' Dock.....	Citizens' Dock Co.
Quackenbush Dock.....	L. B. Quackenbush
Sehome Wharf.....	Bellingham & Northern Ry. Co.
BLAINE:	
Blaine City Wharf.....	City of Blaine
BREMERTON:	
Bremerton Municipal Dock.....	City of Bremerton
Fred Peak's Wharf.....	Fred Peak
CHARLESTON:	
City Dock.....	City of Charleston
CHICO:	
Chico Dock.....	Chico Dock Co.
CLALLAM BAY:	
Clallam Bay Dock.....	Fairservice & Co.
CLINTON:	
Clinton Dock.....	Salisbury Bros. Inc.
COLBY:	
Colby Wharf.....	M. W. Weeks, Owner
COUPEVILLE:	
Coupeville Wharf.....	Coupeville Wharf Co.
DEER HARBOR:	
Deer Harbor Wharf.....	Daniel Murray, Owner
DOE BAY:	
Doe Bay Dock.....	W. Townsend, Secy.
DOCKTON:	
Manzanita Wharf.....	David Hake, Owner

NAME OF DOCK.	COMPANY.
DOLPHIN:	
Community Wharf.....	J. D. Moore
DUNGENESS:	
Dungeness Wharf.....	C. F. Seal, Mgr.
EAST SOUND:	
East Sound Mercantile Co. Dock.....	East Sound Mercantile Co.
EDMONDS:	
City Dock.....	City of Edmonds
EGLON:	
Eglon Dock.....	Eglon Dock Co.
ELWOOD:	
Elwood Wharf.....	Edward Drake, Owner
EVERETT:	
City Dock.....	City of Everett
Everett Dock.....	Everett Dock & Whse. Co.
FAIRMONT:	
Fairmount Dock.....	Fairmount Wharf Co.
FAIRVIEW:	
Fairview Dock.....	Fairview Dock Co.
FRIDAY HARBOR:	
Carter's Dock.....	L. B. Carter, Owner
City Dock.....	San Juan Agricultural Co.
GLENDALE:	
Glendale Dock.....	Glendale Improvement Co.
GREENBANK:	
Greenbank Wharf.....	The Greenbank Co.
HOQUIAM:	
Elghth St. Dock.....	Soule Tug & Barge Co.
KINGSTON:	
Kingston Dock.....	Kingston Wharf Co., Inc.
LA CONNER:	
La Conner City Dock.....	V. E. Martin, Agent
LANGLEY:	
Brown's Point Wharf.....	Jos. F. Brown
LOPEZ:	
Lopez Dock.....	J. H. Wall, Owner
MANCHESTER:	
Manchester Wharf.....	Manchester Improvement Co.
MANETTE:	
Manette Wharf.....	Manette Improvement Ass'n.
MANITOU BEACH:	
Manitou Beach Dock.....	Manitou Beach Wharf Club
MARYSVILLE:	
Marysville Municipal Dock.....	City of Marysville

NAME OF DOCK.	COMPANY.
MAXWELTON:	
Maxwelton Wharf.....	Mackie Bros.
NEAH BAY:	
Neah Bay Dock.....	Neah Bay Dock Co.
NORTHILLA BEACH:	
Northilla Beach Wharf.....	Norton & Co.
OAK HARBOR:	
Maylor Bros. Wharf.....	Maylor Bros.
Poinell Point Dock.....	E. B. Stewart
OLALLA:	
Olalla Wharf.....	Olalla Wharf Ass'n.
OLYMPIA:	
Percival's Dock.....	J. C. Percival, Mgr.
ORCAS:	
Orcas Dock.....	W. E. Sutherland
PLEASANT BEACH:	
Pleasant Beach Dock.....	The A. F. Nichols Co. Inc.
PORT ANGELES:	
Peoples' Wharf.....	Peoples' Wharf Co.
Port Angeles City Dock.....	Port Angeles City Dock Co.
PORT CRESCENT:	
Port Crescent Dock.....	P. S. Mills & Timber Co.
PORT DISCOVERY:	
Gardiner Dock.....	Gardiner Timber & Land Co.
PORT GAMBLE:	
Puget Mill Co.'s Dock.....	Puget Mill Co.
PORT LUDLOW:	
Puget Mill Co.'s Dock.....	Puget Mill Co.
PORT MADISON:	
Port Madison Dock.....	Kitsap County Trans. Co.
PORT ORCHARD:	
Central Dock.....	N. G. Rose, Mgr.
Veterans' Home Dock.....	W. H. Wiscombe, Supt.
PORT STANLEY:	
Port Stanley Dock.....	Moulton & Browne
PORT TOWNSEND:	
Hillside Wharf.....	Hillside Dock Co.
Standard Oil Co. Dock.....	Standard Oil Co.
Tyler St. Dock.....	Tyler St. Dock Co.
Union Dock.....	Union Dock Co.
PORT WILLIAMS:	
Port Williams Dock.....	H. J. Bugge, Owner
QUILCENE:	
Seaton Dock.....	John Seaton, Owner

NAME OF DOCK.	COMPANY.
RICHARDSON:	
Hodgson-Graham Co. Wharf.....	Hodgson-Graham Co.
ROCHE HARBOR:	
Roche Harbor Dock.....	Tacoma & Roche Harbor Lime Co.
SAN DE FUCA:	
San de Fuca Dock.....	John Armstrong
SARATOGA:	
Saratoga Wharf.....	Saratoga Evergreen Grange
SEABECK:	
Seabeck Dock.....	A. L. Hotchkiss
SEATTLE:	
Albers Dock.....	Albers Bros. Milling Co.
Colman Dock.....	Colman Dock Co.
Grand Trunk Pacific Dock.....	G. T. P. Dock Co.
Harbor Island Dock.....	Harbor Island Dock & Whse. Co.
Lilly Co. Dock.....	Chas. H. Lilly Co.
Youngstown Dock.....	Drummond Lighterage Co.
Pier 1.....	C. P. Ry.; N. P. Ry.; A. P. S. S. Co.
Pier 2.....	Alaska S. S. Co.
Pier 3.....	Galbraith Dock Co.
Piers 4 and 5.....	Arlington Dock Co.
Pier 6.....	C. M. & St. P. Ry.
Pier 7.....	Schwabacker Dock & Whse. Co.
Pier 8.....	Dodwell Dock & Whse. Co.
Piers 9 and 10.....	Virginia St. Dock & Whse. Co.
Pier 12.....	Wall St. Dock Co.
Pier 14.....	Amer-Hawaiian S. S. Co.
Piers A, B & D.....	Pacific Coast S. S. Co.
Pier C.....	Eyres Storage & Whse. Co.
Salmon Bay Improvement.....	Port Commission, Port of Seattle
SHELTON:	
Shelton Trans. Co.'s Wharf.....	Shelton Transportation Co.
SILVERDALE:	
Silverdale.....	Matt Thuesen, Owner
SOUTH BELLINGHAM:	
Bellingham Warehouse Co. Dock.....	Bellingham Warehouse Co.
Lindley Dock.....	Lindley Dock & Trans. Co.
SOUTH COLBY:	
South Colby Wharf.....	Preston H. Carr, Owner
STEVENSON:	
Stevenson Wharf.....	Stevenson Wharf Co.

NAME OF DOCK.	COMPANY.
TACOMA:	
Commercial Dock.....	Commercial Dock Co.
Eureka Dock.....	Eureka Dock Co.
Municipal Dock.....	City of Tacoma
TRACYTON:	
Tracyton Dock.....	Tracyton Dock Ass'n.
UNION CITY:	
Union City Dock.....	Union City Dock Co.
WEST SOUND:	
West Sound Dock.....	West Sound Trading & Trans. Co.
WHITE SALMON:	
White Salmon Wharf.....	White Salmon Wharf Co.
WINSLOW:	
Winslow Dock.....	Eagle Harbor Trans. Co.
Kunkler's Wharf.....	Eagle Harbor Trans. Co.

STEAM RAILROADS.

NAME OF COMPANY.	NAME OF COMPANY.
Baker River & Shuksan Ry.	Oregon Trunk Ry.
Bellingham & Northern Ry.	Pacific & Eastern Ry.
Bellingham Terminal & Ry. Co.	Pe Ell & Columbia Ry.
Blakely R. R. Co.	Peninsular Ry..
Blumauer Logging Co.	Port Crescent Timber Trans- portation Co.
Camas Prairie R. R. Co.	Port Townsend & Puget Sound Ry.
Canadian Pacific Ry. Co.	Puget Sound & Baker River Ry.
Centralia Eastern Ry.	Puget Sound & Cascade Ry.
Cherry Valley Ry. Co.	Pullman Car Co.
Chicago, Milwaukee & St. Paul Ry.	Seattle, Port Angeles & Lake Cres- cent Ry.
Columbia & Puget Sound Ry.	Spokane & British Columbia Ry.
Elk Creek & Grays Harbor Ry.	Spokane International Ry.
Great Northern Ry.	Spokane, Portland & Seattle Ry.
Hall & Hall Ry.	Tacoma Eastern Ry.
Idaho & Washington Northern Ry.	Thurston County Ry. Co.
Little River Ry. & Logging Co.	Toppenish & Fort Simcoe Ry.
Marysville & Arlington Ry.	Washington, Idaho & Montana Ry.
Marysville & Northern Ry.	Washington Western Ry.
Milwaukee Terminal Ry. Co.	Waterville Ry.
North Bend & Eastern Ry.	Wenatchee Valley & Northern Ry.
Northern Pacific Ry.	
Oregon-Washington R. R. & Navigation Co.	

ELECTRIC RAILROADS.

NAME OF COMPANY.	NAME OF COMPANY.
Everett Railway, Light & Water Co.	Puget Sound Traction, Light & Power Co.
Grays Harbor Railway & Light Co.	Seattle, Renton & Southern Ry.
Loyal Railway.	Spokane & Inland Empire Ry.
Olympia Light & Power Co.	Tacoma Railway & Power Co.
Pacific Northwest Traction Co.	Walla Walla Valley Ry.
Pacific Traction Co.	Washington Electric Ry.
Puget Sound Electric Ry.	Washington-Oregon Corporation.
Puget Sound International Ry & Power Co.	Washington Water Power Co.
	Western Washington Power Co.
	Willapa Electric Ry.
	Yakima Valley Transportation Co.

EXPRESS COMPANIES.

NAME OF COMPANY.	LINE OPERATED ON.
American Express Co.....	O-W. R. & N. Co.
Great Northern Express Co.....	G. N. Ry.
Northern Express Co.....	N. P. Ry.
Wells Fargo Express Co.....	C. M. & St. P. Ry.
Western Express Co.....	S. I. Ry.

TELEGRAPH COMPANIES.

NAME OF COMPANY.	BUSINESS ADDRESS.
Continental Telegraph Co.....	Seattle
Federal Telegraph Co.....	Seattle
Pacific Telephone & Telegraph Co.....	Portland
Postal Telegraph Cable Co.....	Portland
Western Union Telegraph Co.....	Seattle

STEAMBOAT COMPANIES.

NAME OF OWNER.	ADDRESS.
Admiralty Tug Boat Co.....	Seattle
Agner, J. C.....	Seattle
Ahl, Oscar.....	Lake Cushman
Allman-Hubble Tug Boat Co.....	Hoquiam
American Tug Boat Co.....	Everett
Anderson Bros. Towing Co.....	La Conner
Anderson Steamboat Co.....	Seattle
Annapolis Improvement Club.....	Port Orchard
Bailey, C. A.....	Seattle
Barbee, I. H.....	Anacortes
Bartlett, Hugh.....	Port Orchard
Bevier, Frank.....	Seattle
Birch Anderson Towboat Co.....	Seattle

NAME OF OWNER.	ADDRESS.
Border Line Transportation Co.....	Seattle
Bothell Transportation Co.....	Bothell
Boyden Towboat Co.....	Seattle
Bradford, E. L.....	Olympia
Bremerton Ice & Fuel Co.....	Bremerton
Brenner Oyster Co.....	Olympia
Bridgers, G. C.....	Port Townsend
Brown, Will H.....	Seattle
Brown's Bay Logging Co.....	Seattle
Bruett & Borges.....	Olympia
Bullock, A. L.....	Blaine
Burt, Robert H.....	Port Stanley
Bush, F. P. & O. L.....	Tacoma
Caldwell Transportation Co.....	Aberdeen
Cammon & Larson.....	Gertrude
Cartmell, H. K.....	Everett
Chehalis Boom Co.....	Aberdeen
Chesley Tug & Barge Co.....	Seattle
Christensen, Nells.....	Winslow
Clark, Geo. W.....	Sylvan
Columbia & Okanogan Steamship Co.....	Wenatchee
Cowan, A. E.....	Olympia
Cram, B. O.....	Langley
Crews Tug & Barge Co.....	Bellingham
Crosby Towboat Co.....	Seattle
Curry, Chas.....	Seattle
Dalles, Portland & Astoria Navigation Co.....	Portland
Darling, Albert M.....	Olympia
Davis, Addison.....	Mt. Vernon
Davis & Carr.....	Seattle
Dickert, Antone.....	Tacoma
Donovan, J. M.....	Seattle
Dowell, S. L.....	Seattle
Drummond Lighterage Co.....	Seattle
Dudley, W. B.....	Islandale
Duwamish Boat Yard.....	Seattle
Eagle Harbor Transportation Co.....	Winslow
East Side Launch Co.....	Tacoma
Ehrich, E. A.....	Yoman
Elder, Geo. H.....	Long Branch Island
Elliott, W. J.....	Anacortes
Ennist & Stone Navigation Co.....	Aberdeen
Erickson, Martin.....	Clearwater
Everett Tug & Barge Co.....	Everett
Eyre, Frederick.....	Mt. Vernon
Fabre, Frank.....	Seattle

NAME OF OWNER.	ADDRESS.
Finsen, Fred H.....	Cornet
Forester Tug Boat Co.....	Aberdeen
Foss Launch Co.....	Tacoma
Fowler & Egge.....	Stanwood
Frank Waterhouse & Co. Inc.....	Seattle
Freeland Transportation Co.....	Freeland
Frith, J. R.....	Langley
Garrett, F. S.....	Bellingham
Gradke, R. L.....	Bellingham
Graham & Butcher.....	Aberdeen
Granger & Woodward.....	Bellingham
Grant, W. G.....	Seattle
Grays Harbor Tugboat Co.....	Hoquiam
Grinrod, C. P.....	Olympia
Hales Pass & Wollochet Navigation Co.....	Cromwell
Hall, Geo. A.....	Olympia
Halvorsen, Albert.....	Eglen
Hamilton, J. E.....	Anacortes
Harkins Transportation Co.....	Portland
Harley, C. S.....	Seattle
Harpst, E. F.....	Friday Harbor
Haskell, J. H.....	Harstine Island
Hastings Steamboat Co.....	Port Townsend
Hayes, E. S.....	Bellingham
Hazel, E. R.....	Seattle
Hefner, Martin.....	Bremerton
Hellpenstell, L. C.....	Pasco
Helser, D. R.....	Olympia
Hendrickson, Ben.....	Port Ludlow
Henry, W. M.....	Nahcotta
Hester, C. C.....	Lowell
Hoeck, Ole.....	Ballard
Hoff, J. M.....	Stellacoom
Hopper, E. W.....	Ballard
Houchen, O. D.....	Port Blakeley
Humtulls Towing Co.....	Aberdeen
Hunt, J. A.....	Olympia
Independent Sand & Gravel Co.....	Aberdeen
Independent Towing Co.....	Seattle
Independent Transportation Co.....	Seattle
Inter-Island Navigation Co.....	Friday Harbor
Island Belt Steamship Co.....	Anacortes
Island Passenger & Express Co.....	Friday Harbor
Island Transportation Co.....	Bellingham
Island Transportation Co.....	Seattle
Iverson, Peter.....	Poulsbo

NAME OF OWNER.	ADDRESS.
Jackson, Andrew.....	Mukilteo
Jakle, Wm.....	Friday Harbor
Johnson, H. R.....	Tacoma
Johnson Towing Co., N. L.....	Seattle
Johnson, Marlon.....	Anacortes
Jonnes Transportation Co.....	Rolling Bay
Keene, Ed S.....	Seattle
Kellogg Transportation Co.....	Portland
Kelley, E. E.....	Seattle
Key City Steamship Co.....	Port Townsend
King & Winge Co.....	Seattle
King County Ferry.....	Seattle
Kingston Transportation Co.....	Seattle
Kitsap County Transportation Co.....	Seattle
Lake Chelan Transportation Co.....	Lakeside
Lake Whatcom Navigation Co.....	Bellingham
Larsen, Ed.....	Blaine
Lawrence, Oscar.....	Seattle
Lermond, Percy.....	Seattle
Leschi Boat House Co.....	Seattle
Liberty Bay Transportation Co.....	Poulsbo
Lien Bros.....	Stanwood
Lillico Boat Co.....	Seattle
Lindley Dock & Warehouse Co.....	Bellingham
Lindstrom & Johansen.....	Seattle
Lipsett, Mrs. Bessie C.....	Port Ludlow
Lorenz Bros.....	Tacoma
Lummi Navigation Co.....	Bellingham
Manette Transportation Co.....	Manette
Marcy, Capt. R. O.....	Seattle
Martin, J. P.....	Seattle
McDowell Steamboat Co.....	Tacoma
McCaughy, H. W.....	Stellacoom
McLean, Daniel G.....	Seattle
Merchants' Transportation Co.....	Tacoma
Merkley, E. R.....	Seattle
Meyer, Chas.....	Mutiny Bay
Miller, H. B.....	Bellingham
Milwaukee Tug Boat Co.....	Tacoma
Moran, Frank J.....	Seattle
Morrison & Co., H. H.....	Port Townsend
Munson, J. Kim.....	Shelton
Mystic Towboat Co.....	Seattle
Navy Yard Boat House Co.....	Port Orchard
Navy Yard Route, Inc.....	Seattle
Nelson, N. M.....	Seattle

NAME OF OWNER.	ADDRESS.
Nevitt, D. C.....	Allyn
Newhall, Andrew.....	Friday Harbor
Nickells, Arthur.....	Seabeck
Nielson, Capt. P. A.....	Seattle
Noble, I. M.....	Olympia
Norton, C. A.....	Anacortes
Olalla Freight Co.....	Olalla
Old Town Boat House Co.....	Tacoma
Olympic Launch & Towboat Co.....	Port Angeles
Olson, Albert.....	Poulsbo
Olympia & Tacoma Navigation Co.....	Olympia
Otly & Smith.....	Silver Beach
Pacific Creosoting Co.....	Seattle
Pacific Steamship Co.....	Seattle
Pacific Towboat Co.....	Seattle
Paysse, A. A.....	Seattle
Peacock, Wm.....	Bellingham
Pearl Trading Co.....	Port Angeles
Peck Bros. Towing Co.....	Everett
Peoples' Transportation Co.....	La Center
Perry, Wiley F.....	Anacortes
Peterson, W. P.....	Ballou
Pfundt & Simpson.....	Wewatto
Pioneer Sand & Gravel Co.....	Seattle
Pitman & Douglas.....	Bellingham
Point Defiance Pavillon Co.....	Tacoma
Polson Logging Co.....	Hoquiam
Port Angeles Transportation Co.....	Seattle
Port Blakeley Transportation Co.....	Port Blakeley
Port of Seattle.....	Seattle
Puget Sound & Baker River Ry. & Boat Line.....	Everett
Puget Sound Naval Station Route.....	Seattle
Puget Sound Navigation Co.....	Seattle
Puget Sound Tugboat Co.....	Seattle
Raison, F.....	Allyn
Reeves, A. V.....	South Bend
Reifsnnyder, J. H.....	Bellingham
Rickaby, Harry.....	Anacortes
Riffe-Kirkpatrick Co.....	Bellingham
River Transportation Co.....	South Bend
Robertson, Robert.....	Seattle
Robinson Fisheries Co.....	Anacortes
Rose, P. S.....	Port Blakeley
Rouse, A. G.....	Seattle
Salisbury Bros. Inc.....	Clinton
San Juan Canning Co.....	Friday Harbor

NAME OF OWNER.	ADDRESS.
Schively, Otis L.....	Seattle
Seattle Tug & Barge Co.....	Seattle
Shaw, R. J.....	Orcas
Shelton Transportation Co.....	Shelton
Shutt, C. H.....	Aberdeen
Simonsen & Son, L.....	Blaine
Simpson, Geo. E.....	Bellingham
Skagit Navigation Co.....	Stanwood
Skagit River Navigation & Trading Co.....	Seattle
Snelder, E. G.....	Hoquiam
Soule Tug & Barge Co.....	Hoquiam
Sound Packet Lines.....	Seattle
Sparling, Geo. W.....	Hoquiam
Spencer, Arthur H.....	Everett
Spoon, Henry.....	Aberdeen
Standard Towboat Co.....	Raymond
Stanley, James.....	Tacoma
Star Steamship Co.....	Seattle
Stevens, W. H.....	Mt. Vernon
Stevens, W. N.....	Seattle
Still Harbor & Tacoma S. S. Co.....	Tacoma
Swanson, C. G.....	Burton
Tacoma & Bellingham Line.....	Tacoma
Tacoma & Burton Navigation Co.....	Tacoma
Tacoma Tug & Barge Co.....	Tacoma
Tacoma Tug Boat Co.....	Tacoma
Taylor & Son, S. K.....	New Kamliche
Tellier, P. W.....	Bayview
Thompson, Harry D.....	Hoquiam
Thulsen, Mads.....	Silverdale
Thurber, Fred W.....	Hoquiam
Tollaksen, M. E.....	Seattle
Tow Boat Owners' Association.....	Seattle
Trafton, W. G.....	Anacortes
Transit Towboat Co.....	South Bend
Turner, H.....	Seattle
Van Slyke, L. H.....	Beverly
Vashon Island Freighting Co.....	Olalla
Vashon Navigation Co.....	Dockton
Vogelbaum & Olsen.....	Tacoma
Vollans, B. H.....	Everett
Wake, A. H.....	Seattle
Washington Gas Boat Association.....	Seattle
Washington Route.....	Chico
Washington Tug & Barge Co.....	Seattle
West Pass Transportation Co.....	Lisabuela

NAME OF OWNER.	ADDRESS.
West Side Barge Co.....	Seattle
Western Transportation & Towing Co.....	Portland
Whidby Island Sand & Gravel Co.....	Bellingham
Whitworth, R.....	Seattle
Wick, H. O.....	Seattle
Wiese, M. F.....	Seattle
Willapa Transportation Co.....	South Bend
Wilson, Thomas.....	Elgin
Wilson Navigation Co.....	Aberdeen
Wishkah Boom Co.....	Aberdeen
Wood, Chas. A.....	Anacortes
Wright & Curry.....	Seattle
Wroten, Archie.....	Gig Harbor
Yeoman's Boom Co.....	Pe Ell

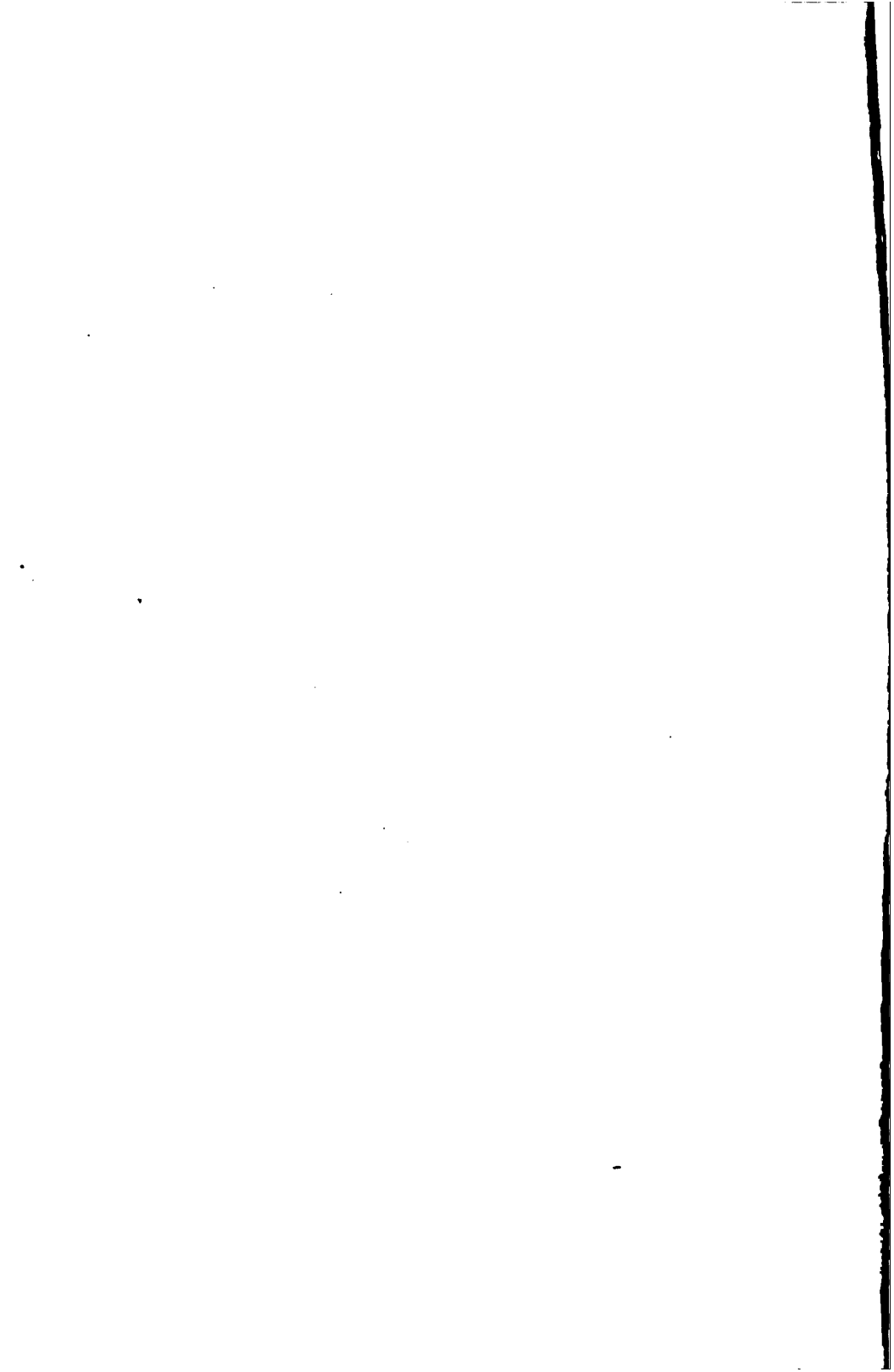
STATEMENT SHOWING EXPENDITURES DURING FISCAL YEAR ENDING NOVEMBER 30, 1914, AND AMOUNT DISBURSED FROM 1913 APPROPRIATION.

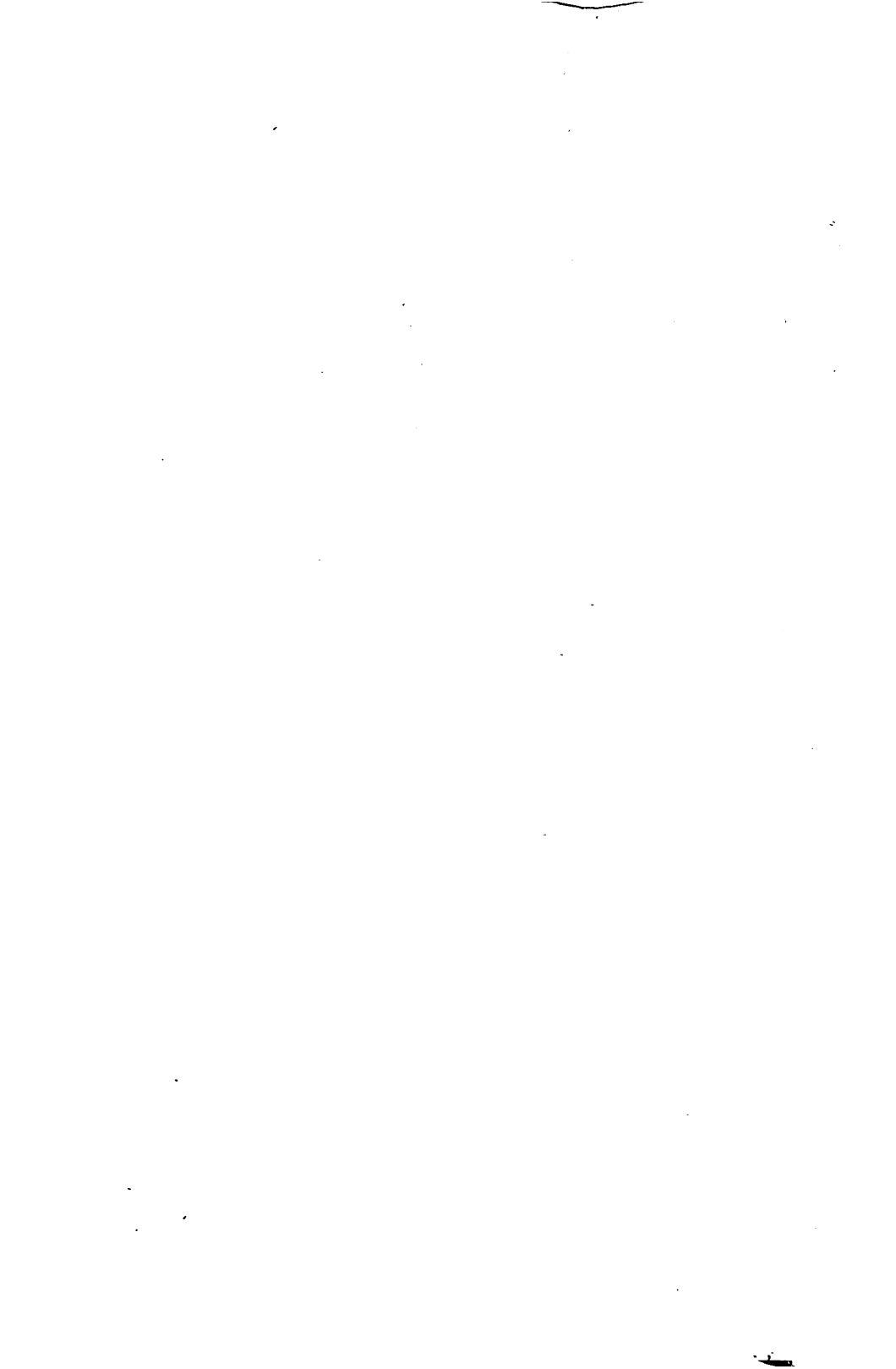
PURPOSE OF EXPENDITURE	Total Available for Fiscal Term, April 1, 1913, to March 31, 1915	Amount Spent from December 1, 1913, to November 30, 1914	Average Available per Month	Average Spent per Month	Amount Spent from Appropriation	Balance on November 30, 1914
Commissioners' salaries	\$23,000 00	\$14,000 00	\$1,166 66	\$1,166 66	\$22,983 27	\$5,016 73
Secretary's salary	4,000 00	2,000 00	166 66	166 66	3,333 32	666 68
Rate expert's salary	6,000 00	3,000 00	250 00	250 00	5,000 00	1,000 00
Assistant rate expert's salary	3,000 00	1,500 00	125 00	125 00	2,500 00	500 00
Track inspector's salary	6,000 00	3,000 00	250 00	250 00	5,000 00	1,000 00
Assistant track inspector's salary	4,800 00	2,400 00	200 00	200 00	2,900 00	1,900 00
Chief engineer's salary	7,200 00	*3,700 00	300 00	308 33	6,000 00	1,200 00
Assistant engineers' salaries	21,200 00	8,414 36	868 88	701 19	14,254 81	6,945 19
Accountant engineer's salary	4,800 00	2,750 00	200 00	229 17	3,845 06	954 94
Court reporter's salary	3,600 00	1,800 00	150 00	150 00	3,000 00	600 00
Bookkeeper's salary	3,600 00	1,650 00	150 00	137 50	1,650 00	1,950 00
Office employees' salaries	40,200 00	9,421 76	1,675 00	785 15	14,377 41	25,822 59
Traveling expenses and supplies	42,000 00	19,863 41	1,750 00	1,655 28	29,132 59	12,867 41
Printing expense	7,500 00	4,580 77	312 50	410 89	4,980 77	2,509 23
Furniture and fixtures	2,000 00	515 65	83 33	42 97	968 61	1,031 39
Laboratory equipment	2,000 00	.....	83 33	.....	.....	2,000 00
Engineering expense, P. S. E. Ry. †	15,000 00	2,980 78	625 00	246 73	5,081 94	9,318 06
Grate crossings	25,000 00	3,564 45	1,041 67	298 70	3,564 45	21,415 55
Totals	\$225,900 00	\$85,491 18	.....	.....	\$129,142 53	\$96,757 47

* \$100.00 of this amount paid this year account due on back salary, amount having been held back pending opinion of Attorney General.

† Special appropriations.

Cash collected for certificates, transcripts, etc., December 1, 1913, to November 30, 1914, turned over to State Treasurer, \$117.75.





STATE OF WASHINGTON

Fifth Biennial Report

OF THE

STATE BOARD

OF

TAX COMMISSIONERS

FOR THE

Period Ending September 30, 1914



OLYMPIA :

FRANK M. LAMBORN



PUBLIC PRINTER.

1914

OFFICE OF THE STATE BOARD OF TAX COMMISSIONERS,
STATE HOUSE, OLYMPIA, WASHINGTON.

October 20, 1914.

*Honorable Ernest Lister, Governor of Washington, Olympia,
Wash.*

SIR: We have the honor to submit herewith the fifth biennial report of the State Board of Tax Commissioners of the State of Washington, covering the fiscal period beginning October 1st, 1912, and ending September 30th, 1914.

We trust that the same may meet with your approval and be found helpful in solving the perplexing taxation problems that confront the people of this state. Brevity, both in the literary and statistical matter of the report, was our aim, so that busy men would not find it too long for careful perusal.

Respectfully submitted,

C. R. JACKSON, *President.*

T. E. SKAGGS,

J. W. BRISLAWN,

Commissioners.

THOMAS P. HORN, *Secretary.*

THE STATE TAX COMMISSION.

The work of the State Board of Tax Commissioners since its organization in June, 1905, has been ably set forth in the biennial reports of the Tax Commission heretofore published. Therefore, in this, the Fifth Biennial Report, we will deal more particularly with the work of the Commission during the fifth biennial period—October 1st, 1912, to October 1st, 1914. For the sake of brevity, we will confine ourselves to the discussion of the principal features of our work during that period and to a discussion of such recommendations as we have to make to the Governor, the Legislature and the people at this time.

The act of 1905 creating the State Board of Tax Commissioners, placed upon the Commission the following duties:

To advise county assessors and county boards of equalization and supervise their work;

To enforce the inheritance tax law;

To sit as members of the State Board of Equalization;

To investigate the revenue laws of this and other states and to make recommendations to the Governor and the Legislature to the end that the system of taxation in this state might be improved.

The legislature has since required the Tax Commission:

To appear for and to protect the interests of the state in cases where parties die without heirs.

To collect the annual state liquor license fee of \$25.00.

To determine and certify to the State Treasurer the amount of privilege tax to be paid by express and private car companies.

To value the operating properties of telegraph lines, steam and electric railways, for taxation purposes.

One member of the Commission, to be designated by the Governor, to serve as a member of the State Capitol Commission.

PERSONNEL OF THE COMMISSION.

The Tax Commission consists of three members appointed by the Governor, subject to confirmation by the Senate. The Commissioners hold office for a period of four years and their salaries are fixed at \$3,000 per annum.

The Commission is allowed a secretary, whose salary is fixed at \$1,800 per year, and the necessary clerks, not to exceed three in number, whose combined salaries shall not exceed \$2700 per annum.

EXPENSE OF MAINTAINENCE.

The expense of maintaining the Tax Commission is covered by appropriations of the legislature for that purpose. The 1913 legislature appropriated \$43,600 for this department for the biennium ending March 31, 1915. This amount covered the estimated expenditures for salaries of commissioners, clerk hire, traveling expense, office expense, witness fees, cost of litigation, printing and incidentals. This sum would allow a monthly expenditure of \$1,816.67. The commission has, however, during the 18 months of the biennium which have elapsed, spent much less than this amount monthly, the exact figure being \$1,504.07, indicating that the Commission will, at the end of the present biennium, be able to return an unused balance of approximately \$7,000.

This decrease in the contemplated expenditures of the Commission for the biennium is not due to any diminution in the volume of business transacted, but rather to the careful systematizing of the work of the office which has permitted the saving of considerable sums in traveling expense and incidentals and some reductions in the outlay for clerical help. Care in arranging the itineraries of the commissioners and in the summoning of witnesses to appear before the Board to testify relative to property values, also cut down mileage and witness fees a very considerable sum.

DUAL NATURE OF THE WORK OF THE COMMISSION.

Two views of the work of this Commission are common, each having in it elements of the correct view, yet neither being complete in itself. The first of these is that this Commission was created solely for the purpose of studying methods and theories of taxation with a view to arriving at a perfect system of taxation for the State of Washington; the other view being that this Commission should be wholly utilitarian and bend all its energies toward producing revenue for the state. The enactments of the legislature in the first instance and also in the subsequent acts reflect both of these views. The Commission looks upon its work as partaking of the dual character of the revenue collecting commission and for the study of the abstract theories of taxation. Consequently we have endeavored to give both time and thought to the study of the peculiar taxation problems confronting the people of Washington, as well as to make this Commission an effective working organization for the enforcement of such laws as we have and for the collection of every dollar of revenue that is due the state.

INHERITANCE TAX CASES.

Approximately 3,500 probate cases are filed annually with the Tax Commission in accordance with the law which requires that the clerk of the court in each county report immediately every application for letters of administration. Only about one in every six cases thus filed is liable to the payment of an inheritance tax under the laws of this state, but all must receive the careful attention of the Commission in order that estates may not be under-appraised, sometimes through inadvertence and sometimes in an attempt to avoid the payment of a tax. The Commission insists upon a prompt determination of the liability or non-liability of the estate so that taxes which are due may be collected as soon as possible after the statutory time required for administration. The work involved in investigating appraisements and in compelling administrators and at-

torneys to close estates without unnecessary delay requires a large percentage of the time of the commissioners.

It is thus evident that the Commission is compelled to do much work on estates that do not pay a tax. This work, however, is necessary to protect the interests of the state and the taxes received above the amounts which would otherwise be paid were these details not given close attention, are sufficient to more than pay the cost of maintaining the department. Then, too, the work done by the Commission on those estates which do not pay a tax is more than compensated for by the advantages received by the people at large, for the reason that long drawn out administrations, with the consequent expense and dissipation of property, are prevented and the probate records and titles to property placed in a much better condition.

COMMISSIONERS AS MEMBERS OF THE STATE BOARD OF EQUALIZATION.

The commissioners are, by law, members of the State Board of Equalization and, although the Board of Equalization sits as such but 21 days each year, the work really extends throughout the entire twelve months. Much information must be gathered and tabulated by the tax commissioners in order that the work of equalization may be completed in the short time allowed by law.

The reports of the State Board of Equalization for the last two years are incorporated in this report and we respectfully direct your attention to those pages for the detailed work of the Board.

ADVISING ASSESSORS—OPINIONS RENDERED.

Many questions naturally arise in connection with the work of the assessors throughout the state which are referred to the Tax Commission. This necessitates the rendering of many formal opinions upon a wide variety of questions of law and is of material assistance to assessors and county boards of equalization and has a tendency to place the work of the various as-

sessors upon a uniform basis. These opinions are bound and form a permanent record of the office.

Numerous requests are also received by the Commission for information on many phases of taxation from officials and citizens of this and other states and much time is given to this branch of the work for we feel that time spent in educational work is of great value.

In order to further unify the work of assessment throughout the state, a meeting of the assessors is held each year during the third week of January under the auspices of the Tax Commission, at which time plans for the year are discussed and an effort made to arrive at the best method of listing property for taxation. In this way many valuable ideas are put into practice and the spirit of co-operation thus promoted among the assessors makes them a more efficient working body.

STATE LIQUOR LICENSES.

Under the law every person, firm or corporation holding a federal liquor license in this state is required to pay an annual license fee to the state amounting to \$25. In spite of the fact that the Commission last year collected several thousand dollars in delinquent liquor licenses, the present biennium shows a material decrease in the revenue from this source. This is due, in the main, to the operation of the local option law, the red light abatement law and various forms of anti-liquor legislation. The revenue from this source is also reduced by the discontinuance of the sale of liquor on the dining cars of the principal railroads operating in the state.

METHOD OF COLLECTION.

At the close of the present fiscal period the records of the office disclose the fact that during this biennium a greater percentage of the liquor licenses have been collected than during any similar period in the history of the operation of the law. This is due to the position assumed by the Board that it is not compelled to plead with delinquents to pay their license fee nor

to send a collector about the state to make collections. Notices are sent out in June calling attention to the fact that all licenses are due on July 1st and become delinquent immediately thereafter.

If licenses are not paid when due a list of delinquents is sent to the prosecuting attorney of the proper county with instructions to enforce the collection of the tax as is his duty under the law.

This plan has proved highly satisfactory from every standpoint. It has reduced the number of those who evade the payment of the tax by dilly-dallying until such time as they sell out, go out of business or leave the state. It has done away with the expense and loss of time necessary to send the secretary about the state to make collections. It has been the means of collecting many delinquent licenses, some of them of several years' standing, and of practically cleaning up all amounts due the state prior to the present license year beginning July 1, 1914.

EXPRESS AND PRIVATE CAR COMPANIES.

Express and Private car companies are required under the laws of this state to pay a privilege tax amounting to five and seven per cent, respectively, of their gross earnings, and to make a report to the Tax Commission showing the amount of business done within the state. These reports are checked by the Commission and the amount of the tax certified to the State Treasurer to whom the tax is payable.

This tax has been resisted in the courts by the express companies on constitutional grounds, but in every case the law has been upheld and most of the companies have recently made payment under protest. The tax is based solely upon gross earnings within the state.

STATE LAND BOARD.

In connection with the work of the Board of State Land Commissioners, the members of the Tax Commission have been called upon to attend formal meetings consuming approximately

fifty working days during each year of the present fiscal period.

In addition to this, individual members have devoted time to the investigation of land board matters as well as having crossed the state on several occasions at the request of the chairman of the Land Board. No report of the work of this department will be found in this report for the reason that the State Land Commissioner will cover this work fully in his report.

STATE CAPITOL COMMISSION.

A considerable portion of the time of one member of the Tax Commission is taken up with the duties incident to the work of the State Capitol Commission of which nothing more than this brief mention will be found in this report.

VALUATION OF PUBLIC SERVICE PROPERTIES.

The Legislature of 1907 placed in the hands of the Tax Commission the power to fix the values of the operating property of steam and electric railroads and telegraph lines for taxation purposes. The Commission worked upon this basis until the Legislature of 1911 created the Public Service Commission and gave to it the power to make findings of value as to the operating properties of the railroads and telegraph lines and further made it obligatory on the part of the Tax Commission to use a value not less than that found by the Public Service Commission as the true value for taxation purposes.

The Legislature of 1913 replaced in the Tax Commission the power to value the operating property of steam and electric railways and telegraph lines for taxation purposes independent of the Public Service Commission. This act became operative in June, 1913, after the time set by law for the valuing of public service property by the Tax Commission and after the values had already been placed for that year. The Board of Equalization which met in September, 1913, felt, however, that it was entitled to equalize the valuations on railroad and telegraph lines independent of the findings of the Public Service Commission and did so. It will be seen by referring to the valuations

placed upon this class of property for the years 1913 and 1914, that the aggregate value has been increased although in some instances values have been reduced.

ARE THERE TWO TRUE VALUES?

There are two widely divergent opinions held by those who have given serious thought to the question as to whether or not there are two true values for the operating property of railroad and telegraph lines, one value for rate making and another value for taxation purposes. Many authorities hold that two true values do exist while others set forth many reasons for their position that the value for rate making should be the value for taxation purposes. The Tax Commission does not feel called upon at this time to enter into a discussion of the merits of the question for neither system has been sufficiently tried out in this state to determine accurately what the final outcome may be.

CONSTITUTIONAL AMENDMENT.

We are submitting to the Legislature an amendment to Article VII of the State Constitution relating to taxation. The article that we seek to amend is as follows:

Section 1. All property in the state not exempt under the laws of the United States, or under this constitution, shall be taxed in proportion to its value, to be ascertained as provided by law. The Legislature shall provide by law for an annual tax sufficient, with other sources of revenue, to defray the estimated ordinary expenses of the state for each fiscal year. And for the purpose of paying the state debt, if there be any, the Legislature shall provide for levying a tax annually, sufficient to pay the annual interest and principal of such debt within twenty years from the final passage of the law creating the debt.

Section 2. The Legislature shall provide by law a uniform and equal rate of assessment and taxation on all property in the state, according to its value in money, and shall prescribe such regulations by general law as shall secure a just valuation for taxation of all property, so that every person and corporation shall pay a tax in pro-

portion to the value of his, her, or its property: *Provided*, That a deduction of debts from credits may be authorized: *Provided, further*, That the property of the United States, and of the state, counties, school districts, and other municipal corporations, and such other property as the Legislature may by general laws provide, shall be exempt from taxation.

Section 3. The Legislature shall provide by general law for the assessing and levying of taxes on all corporation property as near as may be by the same methods as are provided for the assessing and levying of taxes on individual property.

Section 4. The power to tax corporations and corporate property shall not be surrendered or suspended by any contract or grant to which the state shall be a party.

Section 5. No tax shall be levied except in pursuance of law; and every law imposing a tax shall state distinctly the object of the same, to which only it shall be applied.

Section 6. All taxes levied and collected for state purposes shall be paid in money only into the state treasury.

Section 7. An accurate statement of the receipts and expenditures of the public moneys shall be published annually, in such manner as the Legislature may provide.

Section 8. Whenever the expenses of any fiscal year shall exceed the income, the Legislature may provide for levying a tax for the ensuing fiscal year, sufficient, with other sources of income, to pay the deficiency, as well as the estimated expenses of the ensuing fiscal year.

Section 9. The Legislature may vest the corporate authorities of cities, towns, and villages with the power to make local improvements by special assessment, or by special taxation of property benefited. For all corporate purposes, all municipal corporations may be vested with authority to assess and collect taxes, and such taxes shall be uniform in respect to persons and property within the jurisdiction of the body levying the same.

The foregoing sections in our constitution have thus far proved an effective bar to a reformation of our system of taxation. By them, we are limited to the "general property tax system" which has been tried in almost every civilized country in the world, and by almost all of the states in the Union, and finally discarded as wrong in principle and impossible of application. At first glance it appears that a system that requires all property to be taxed at a uniform rate in proportion

to its fair money value is as nearly a perfect system as human intelligence can devise. This system disregards, however, the fundamentals of just taxation, namely, that the duty to support government rests upon the individual as well as upon property, and that all property has not the same taxpaying ability.

THE GENERAL PROPERTY TAX.

The general property tax may be applied with reasonable success and justice when the bulk of the property of a state or nation consists of lands, goods and chattels of a tangible character such as usually attach to and are a part of agricultural property or products. Such property may be measured, counted and numbered and its value may be arrived at with reasonable certainty by application of the market price for such commodities. If we had the bulk of our wealth invested in such property and one man or one body of men, acting in concert, assessed all of the property of the state, we might then secure a uniform assessment. None of the foregoing presumptions are true in fact. Lands and the familiar chattels comprise only a portion of the taxable wealth of the state. The assessment is made by thirty-nine county assessors with numerous deputies in each county. In two of the counties of the state additional complications have been injected into the assessment of property by adoption of the township system of government. Uniformity of assessment within a given county is rarely accomplished and uniformity as between counties is a myth.

MANY INJUSTICES.

This is true of such property as is listed for assessment, but under the system vast wealth escapes taxation entirely because of the inability of the assessors to value it adequately and because some of it is of such character that it can easily hide from the assessing officers. This latter class of property, of which no man knows the actual value in this state, is driven into hiding largely because of the provision in our law requiring uniform taxation of all property. As an instance of this, money,

which is taxable under our law at the same rate as other property, is returned by the assessors in such insignificant sums that one marvels at the scarcity that exists in the state on March 1st of each year. The reason for this is obvious. For instance, in a community having a tax levy of forty mills, which is not uncommon in the cities in this state, money on deposit in savings banks at four per cent interest would pay one-half its entire earnings to the support of government, leaving the depositor with his revenue from that source diminished by 50 per cent. The results are, first, a gross violation of the law; and, second, other property that is listed bears a greater portion of the burden of taxation than it should by reason of the fact that money escapes taxation almost altogether. This is only one instance of many that might be cited to show the impossibility of taxing all property at a uniform rate. Other states, with more liberal constitutional provisions, notably Minnesota, have successfully taxed money by levying on it a specific tax. We are prohibited from doing this by Article VII of our constitution which we seek to amend.

IN EFFECT A REAL ESTATE TAX.

Experience in this and other states demonstrates that the general property tax is, in effect, a real estate tax. Personal property in this state pays approximately fifteen per cent, while real estate pays eighty-five per cent of the total taxes. Those conversant with the facts are well aware that this is out of all proportion to the wealth represented by the two classes of property. That is not all of the inequality, however. The personal property that pays the fifteen per cent of the total tax is almost all tangible personal property, whereas it is a matter of common knowledge that vast wealth is represented in this state by what is known as intangible personalty.

When the great bulk of the wealth of a community is in lands and the familiar chattels, and those lands and chattels are the property of individuals who reside within the community, as is usually the case in new states, the difficulties of

administering the general property tax are not so great. Under such conditions the value and extent of each man's lands, goods and chattels is a matter of community knowledge, and to seek to avoid listing them for taxation and bearing his just proportion of the burden of government would be useless. To-day, in this state, a great deal of the wealth is controlled by corporations and combinations; the individual owners are unknown to the assessor; the extent and value of the holdings is a matter of secrecy, and the assets of such concerns are represented often by paper only. The assessor is almost helpless in arriving at the value of such property. He may visit the mill or the factory or the mine and inspect the property and then go away with no conception as to its true value. In most instances the assessment on such properties is made by the officers of the companies themselves for the reason that the value that the assessor must place on them must be based on the cost of plants installed. The owner or manager will be ready to show great depreciation from first cost until, at the end of a few years, such properties are assessed at a very nominal figure even though earning returns on a much higher valuation.

ADMITTED INEQUALITIES.

A few simple illustrations of our own experience will suffice to show how the different factors that we have mentioned enter into the question of a uniform assessment of property. At a recent meeting of the assessors of this state, one assessor admitted that he was valuing lumber mills and similar concerns in his county at much less than their actual value, as compared with other property, for the reason that if he assessed them at the same proportion of their true value that he assessed the property of merchants, farmers and home owners, such concerns would leave his county and go to an adjoining county where the assessment would be made at a lower rate and where possibly the tax levies are lower.

Another assessor admitted that he was assessing steamboats at a very small percentage of their true value for the reason

that if he did not do so, the manager of the steamboat company would change his place of business to another county where concessions would be made him. Still another assessor admitted that he was assessing sheep at fifty cents the head less than the assessor in the adjoining county for the purpose of inducing the owners of migratory bands of sheep to list them in his county. Still another system of evading the uniform provision was ingeniously adopted by one of our assessors. He instructed his deputies to list all old automobiles as wagons and all old threshing machines or threshing engines as headers and binders, thereby reducing the number of such valuable machines and keeping up the average value, in order that his abstract of assessment might show a high average value on each item to the State Board of Equalization.

These are instances in direct violation of the constitutional mandate to assess all property at a uniform percentage of its true value. Instances of this kind might be multiplied, but we feel that those cited are sufficient to show the iniquities of a system which not only puts a premium on individual dishonesty but which tends to corrupt public officials as well.

EFFORTS TO EQUALIZE.

Were it not for the fact that state taxes must be apportioned to each county by the State Board of Equalization in the same proportion to the total tax of the state that the taxable property in each county bears to the total taxable property of the state, the state as a whole would not suffer by the acts of taxing officers who seek to gain some advantage for their counties by disregarding the spirit, and sometimes the letter, of the law. In many instances, the very practices that we have cited are preliminary to an appearance before the State Board of Equalization at its annual meeting to show that the property of the county has been assessed at a high percentage of its actual value in order that the Board of Equalization may find a high ratio of assessed to actual value for that county and thereby reduce its proportion of state taxes.

State taxes are apportioned against each county on a valuation higher or lower than the valuation returned by the county assessor in the same proportion that his assessment of property is higher or lower than the average ratio of assessed to actual value throughout the state. For this reason, each assessor appears before the State Board of Equalization and insists that he has assessed the property of his county at fifty per cent of its actual value, which is the maximum percentage permitted by law in this state. Contrary to the statements of the assessors, the Board of Equalization found during the year 1914 that the assessment varied in different counties from 22.48 to 50 per cent of the actual value and that the average ratio of assessed to actual value for the entire state is 42.30 per cent.

ANOTHER DIFFICULTY.

Another element of difficulty that is injected into the equalization of property values, by the State Board of Equalization, under the general property tax is this: The operating property of railroads and telegraph lines is valued by the State Board of Tax Commissioners. The equalized value of such property is distributed throughout the counties of the state on a mileage basis and must be assessed in each county, for county purposes, at the same rate that the general property of the county is assessed, and for state purposes at the average ratio of assessed to actual value applied throughout the state. Therefore, in order to reduce their taxes, the railroads appear at the meetings of the State Board of Equalization and insist that the county assessors are assessing property at a much lower ratio of assessed to actual value than is claimed by the assessors. So the State Board of Equalization is confronted on the one hand by the statements of the assessor, and on the other hand by the statements of the railroad and telegraph companies which own a great deal of the taxable property in many counties. Were it not for the fact that the Tax Commission goes out into each county in the state in the even numbered years and takes sworn testimony as to actual values and then com-

compares those actual values with the assessors' values on the same property, the State Board of Equalization would find itself "between the upper and the nether millstones."

DIFFICULTIES OF EQUALIZATION UNDER GENERAL PROPERTY TAX SYSTEM NOT CONFINED TO WASHINGTON.

At best the system of state equalization is imperfect. With all the information that we have, the results arrived at are far from satisfactory, though the system used and the results arrived at are believed to be the best possible under our constitutional provision.

A page torn from the record of the State Board of Equalization of Kentucky for the year 1911, written in humorous vein, is so pertinent to this discussion that at the risk of being thought facetious, we quote:

"From the testimony of the average witness who appears before this Board, there is very little good land in his section of the State, and what there is, is mainly in adjoining counties; in his particular county there is a poor streak extending the length and width of the county from which all the timber has been cut and marketed; the process of erosion has carried all the fertile soil into the Gulf of Mexico; that a peculiar and unprecedented condition exists in regard to the bottom lands in his county, unlike the condition along most streams that enrich the land, but the current of the stream changes and washes it away, and if by accident there is a deposit, it is always of sand, that destroys its future productiveness; that there is, here and there, an occasional oasis, of small area, upon which the tireless farmer can eke out an existence, and, by the addition of a small mortgage, pay his taxes."

"The cities do not labor under exactly the same difficulties but their difficulties are just as difficult. It seems that in all the cities, the railroads have secured quantities of land for terminal facilities that are withheld from assessment; in addition to which, the smoke, noise and dust has destroyed the value of property for blocks on either side. Schools and churches have also acquired valuable property which is exempt from taxation; this lessens their totals. The money in banks is owned by non-residents, country banks and the federal government. The remaining few dollars left among their citizens is mainly for the purpose of street car fare. Business has been removed from the principal streets and is yet unlocated. In fact, the city would go into the hands of a receiver if there were anything to receive or anybody who would receive it."

INDICTMENTS AGAINST THE GENERAL PROPERTY TAX.

We cannot hope for a perfect system of taxation. What we do hope is that the people of the State of Washington are fully aroused to the iniquities of a system of taxation that has been tried and discarded by almost every civilized community in the world and against which the following indictments have been filed and against which the system has been unable to defend itself:

An antiquated and exploded theory of taxation;

Full of inequalities;

"A system that places an undue burden upon agriculture;"

A system that allows intangible property to escape taxation;

A system that distributes the revenue from public service corporations only to such counties and minor taxing districts as are fortunate enough to contain wire or rail mileage;

A system, which instead of being a general property tax is in fact a real estate tax, (only fifteen per cent of the total tax paid in Washington is paid on personal property);

A system that does not permit of equalization either between individuals, corporations or communities;

A system that penalizes honesty and encourages perjury on the part of individuals and public officers;

and yet, a system, the evils of which are so intrenched and fortified in our constitution that they cannot be dislodged except by amendment.

REPEATED ATTEMPTS.

For the fifth time in ten years, the Tax Commission of the State of Washington is asking the Legislature to submit to the people an amendment to Article VII of the State Constitution. We have sketched briefly only a few of the inequalities of the system that we now have, we have advanced only a few of the arguments that might be advanced against the general property tax and we have called attention only to a few of the glaring indictments that may be lodged against it. For these statements we have drawn largely upon our own experience, believing that, after all, it is not theories of taxation that the State

of Washington needs but that the State of Washington must solve her own peculiar problems and advance along these lines according to her own experience and rely upon her own best judgment as to what is the proper step to be taken to equalize the burden of taxation under which her people are now laboring.

THE PEOPLE NOT AROUSED.

It would seem that argument is vain until the people realize the iniquities of the system and have suffered sufficiently to prepare the public mind to accept a change and adopt the expedient that has been resorted to with such good results in other states. The First, Second, Third and Fourth Biennial Reports of the Tax Commission of Washington, comprising Volume I of the reports of the Board, contain extended articles urging upon the Legislature and the people the adoption of a constitutional amendment. Therein the charge is made that special interests defeated the passage of such amendments as have been heretofore proposed. We are not inclined to take this view of the situation, though we give credit to the care and diligence that our predecessors gave to this subject. Rather are we inclined to believe that sufficient publicity of a proper kind had not been given the matter and that the people "rather choose to bear those ills they have than fly to others that they know not of." Therefore lest this amendment which we propose, also fail of adoption, we have drawn upon the experience of other states, the experience and recommendations of other tax commissions, the recommendations of students of taxation and political economy and the recommendations of tax associations and societies throughout the United States and have embodied in our amendment the best experiences and the best thought on the subject of constitutional provisions relating to taxation.

We trust that this amendment may receive serious consideration at your hands and at the hands of the people to the end that there may be adopted in this state constitutional provisions with reference to taxation that will permit us to enact laws in keeping with the advancement that we have made along

other lines and that will enable us to reduce the burdens of taxation by a better distribution of those burdens and by a fairer distribution of the revenues collected from the taxable property of the state.

AN ACT to amend Article VII of the Constitution of the State of Washington, relating to assessments and taxation.

Be it enacted by the Legislature of the State of Washington:

Section 1. That at the general election to be held in this state on the Tuesday next succeeding the first Monday in November, 1916, there shall be submitted to the qualified electors of this state for their adoption and approval or rejection an amendment to article VII of the Constitution of the State of Washington, by substituting in lieu thereof the following, to be known as article VII of the Constitution of the State of Washington:

ARTICLE VII.

Section 1. The power of taxation shall never be surrendered, suspended or contracted away. No tax shall be levied except in pursuance of law. Taxes shall be levied and collected for public purposes only, and no public funds shall ever be appropriated or expended except for strictly public purposes.

Section 2. Taxes shall be uniform upon the same class of subjects, provided, however, that taxes upon incomes, privileges, collateral, and direct inheritances, legacies and successions may be graduated and progressive.

Section 3. The property of the United States, and of the state, counties, school districts, cities, towns and other municipal corporations, and all public debts as evidenced by the bonds or warrants of the State of Washington, or any of its legal subdivisions, shall be exempt from taxation; and the property of educational, charitable and religious associations or institutions, public libraries, public museums and public cemeteries, used or held exclusively for such purposes and not for profit, and any other class or classes of property may be exempted from taxation by proper legislation.

Section 4. All municipal corporations may be vested by law with authority to assess and collect taxes for all corporate purposes; and the corporate authorities of cities and towns may be vested with the power to make local improvements by special assessment or by special taxation of the property benefited.

The essential features of the amendment that we propose are that taxes shall be uniform upon the same *class* of subjects, which is, in effect, a recognition of the fundamental principle that all property has not the same taxpaying ability and that

the legislative authority of the state should be permitted to classify property for the purposes of taxation.

The amendment also provides for the exemption of public and quasi-public property, as does our present constitution. It recognizes also the fact that as the state has developed from a primitive community, with the bulk of its property consisting of lands and the familiar chattels known as tangible personal property, that the system which ties the hands of the Legislature has become outgrown and useless and instead of being what it purports to be, a provision for uniform taxation, it is in fact a provision prohibiting equality in taxation. This amendment which we propose leaves the Legislature and the people free to enact such laws as will best fit the needs of a rapidly developing community having its taxable wealth invested in many classes of property, each of which should bear its proper portion of the expense of government.

BILLS RECOMMENDED TO THE LEGISLATURE FOR PASSAGE.

PUBLIC ADMINISTRATORS.

For the purpose of protecting the interests of the state in the probating of the estates of persons dying intestate without heirs, which estates, under the law, escheat to the common school fund, and for the purpose of protecting the interests of non-resident heirs in estates where there is no relative or next of kin residing within the state entitled by law to make application for letters of administration, we recommend the appointment of a public administrator in each county in the state.

It frequently happens in small estates that a creditor is appointed administrator. He must be paid the statutory fee for his services and must also employ an attorney to attend to the legal work necessary in the probate proceedings. Many times exorbitant funeral expenses are allowed which, added to the administrator's fees, attorney's fees and other expenses of administration, leave very little to escheat to the state or to distribute to the non-resident heirs.

We have prepared a bill which combines the duties of the administrator and the attorney, and allows only one fee for the services rendered. The administrator appointed under this bill will be a disinterested party, in close touch with the court and will scrutinize all claims very closely. The lessening of the cost of administration and a thorough inspection of all claims will undoubtedly result in much larger amounts being escheated to the state where no heirs are found, or distributed to the non-resident heirs when the same exist.

If the bill which we submit shall be enacted into law, an amendment to the existing law with relation to granting of letters of administration will be necessary and we also submit a bill providing for this amendment. The two bills which we submit and recommend for passage are as follows:

AN ACT providing for the appointment of public administrators in the State of Washington, prescribing their duties, qualifications and oath of office, and fixing their compensation.

Be it enacted by the Legislature of the State of Washington:

Section 1. There shall be appointed in each county in the state, by the judge of the superior court having jurisdiction in said county, a suitable person to act as public administrator, who shall be subject to removal in the discretion of the court. In counties having more than one judge, the appointment shall be made by the judge assigned to the probate department. The person so appointed must be an elector of the county for which he is appointed, and shall be an attorney-at-law, unless, in the judgment of the court, there is no resident attorney suitable for such appointment. Before entering upon the discharge of his duties he shall take and subscribe an oath, before some person authorized to administer oaths, that he will perform, according to law, the duties of his trust as administrator of each and every estate, the administration of which shall devolve upon him, which oath shall be filed and recorded in the office of the county clerk of the county, and no further oath shall be required of him. He shall not be required to furnish any general bond, but, in each estate administered by him, he shall file a bond in accordance with the law applicable to the bonds of other administrators, the cost of such bond to be made a charge against, and payable out of the funds of such estate as a part of the cost of administration.

Section 2. When any person shall die intestate, leaving property subject to the jurisdiction of the courts of this state, and there be no surviving husband or wife, child or children, father or mother, brothers or sisters, grandchild or grandchildren of such deceased person within the state entitled by law to apply for letters of administration, it shall be the duty of the public administrator to make such application. The application shall be made and notice of hearing given in accordance with the law now in force governing application for letters of administration in the case of persons dying intestate.

Section 3. The public administrator herein provided for shall receive for his services the same compensation allowed by law to other administrators, which shall, in no case, be less than forty dollars. The amount so allowed for the services of the public administrator shall also be in full for his services as attorney, and in all cases where he is not an attorney and it becomes necessary to employ counsel to conduct the probate proceedings, one-half of the fee shall be paid to the attorney and one-half to the administrator, which shall be in full for their respective services: *Provided, however,* That such further allowance may be made as the court shall deem just and reasonable for any extraordinary services not required of an administrator or attorney in the common course of probate.

AN ACT providing for the issuance of letters of administration of estates of persons dying intestate, and amending Section 1389 of Remington and Ballinger's Annotated Codes and Statutes of Washington.

Be it enacted by the Legislature of the State of Washington:

Section 1. That Section 1389 of Remington & Ballinger's Annotated Codes and Statutes of Washington be amended to read as follows:

Section 1389. Letters of administration of the estate of a person dying intestate shall be granted to some one or more of the persons hereinafter mentioned, and they shall be respectively entitled thereto in the following order:

1. The surviving husband or wife, or such person as he or she may request to have appointed;

2. The next of kin, in the following order: First, Child or Children; Second, Father or Mother; Third, Brothers or Sisters; Fourth, Grandchild or Grandchildren;

3. If none of the foregoing relatives reside within the state, letters of administration shall issue to the public administrator of the county in which the estate should be probated: *Provided, however,* That if the public administrator shall be disqualified to act in any estate, the court may appoint some suitable and competent person to administer such estate.

4. If any of said relatives live within the state but neglect for a period of forty days to make application, the court shall, upon the application of one or more of the creditors of decedent or any official of the State of Washington charged with the enforcement of the inheritance tax laws, appoint some suitable person to administer such estate.

THE DETERMINATION OF INHERITANCE TAXES WITHOUT ADMINISTRATION.

There are many cases where the only necessity for probate is the determination of the liability or non-liability of the estate for the payment of an inheritance tax.

Probate proceedings are expensive and cause much delay and inconvenience in estates of this kind. We believe that there should be some simple method provided, by which the liability of an estate can be determined without probate and we have prepared and submit herewith a bill providing a simple procedure, which is short and inexpensive and which we believe will be a great convenience to many people and will bring more money into the state treasury from this source. The bill which

we have prepared and which we respectfully recommend for passage is as follows:

AN ACT providing for the determination of inheritance taxes on the estates of deceased persons without administration.

Be it enacted by the Legislature of the State of Washington:

Section 1. When any person dies leaving property within the jurisdiction of the State of Washington, which shall pass by the statutes of inheritance of this or any other state, or by deed, grant, sale or gift made in contemplation of the death of the grantor or donor, or by deed, grant, sale or gift made or intended to take effect in possession or in enjoyment after the death of the grantor or donor, to any person in trust or otherwise, and there has been no application for letters of administration of the estate of such deceased person, or when administration of any estate has been completed without an adjudication of the inheritance tax, the liability of such property for the payment of an inheritance tax may be determined without administration in the manner hereinafter provided.

Section 2. When any person interested in any property described in section one of this act shall deem the same not subject to an inheritance tax, or when he admits the liability for such tax but desires to adjust the same, he may file a petition in the superior court of the proper county to determine the questions arising under the inheritance tax statutes. Such petition shall contain the name and date of death of decedent, the description and estimated value of all property involved, the names and places of residence of all persons interested in the same, and such other facts as are necessary to give the court jurisdiction. The court shall thereupon set a day for hearing said petition and a copy thereof, together with a notice of the time and place of such hearing, shall be served by the petitioner or his attorney upon the state board of tax commissioners and on each person interested in said property, at least twenty days before the date of hearing, if served personally, and if served by publication the service shall be the same as the service of summons by publication in civil actions.

The court shall hear said matter upon the relation of the parties, the testimony of witnesses and evidence produced in open court, and, if it shall be found that the property is not subject to any tax, the court shall make and enter an order determining that fact; but, if it shall appear that the whole or any part of said property is subject to a tax, the same shall be appraised and the tax levied and collected as in other cases. An adjudication by the superior court, as herein provided, shall be conclusive as to the lien of said tax, subject to the right of appeal to the supreme court allowed by the laws of the state.

**APPRAISEMENT OF LIFE ESTATES, ESTATES FOR YEARS AND
REMAINDERS.**

Our law with reference to the determining of life estates, estates for years and remainders is indefinite and unsatisfactory and gives rise to many disputes in appraising for inheritance tax purposes. It appears that our statute was copied from the laws of another state in which only estates passing to collateral heirs are taxed while in this state all estates, with certain exemptions, are taxed. We are therefore left without any clear statutory means of determining the inheritance tax in estates passing to direct heirs.

We have prepared the following bill correcting the deficiency in the present statute and submit the same herewith and recommend that it be enacted into law:

AN ACT in relation to inheritance taxation, amending section 9188 and repealing section 9187 of Remington & Ballinger's Annotated Codes and Statutes of Washington.

Be it enacted by the Legislature of the State of Washington:

Section 1. That section 9188 of Remington & Ballinger's Annotated Codes and Statutes of Washington be amended to read as follows:

Section 9188. Whenever the estate of a deceased person shall be subject to an inheritance tax, and there be an annuity, life estate or an estate for a term of years given to one or more persons and the remainder to another or others, the entire estate shall be appraised as other estates are required to be appraised by the laws of this state. The value of the annuity, life or term estate shall be determined according to the rules or standards of mortality and of value commonly used in actuaries' combined experience tables on the basis of four per cent. annual interest, and the value of the remainder shall be determined by deducting the amount found to be the value of the annuity, life or term estate from the whole estate. After the values shall have been determined as provided in this section, the tax shall be computed and collected in the same manner that the tax on other estates is computed and collected: *Provided, however,* That any person or persons owning the beneficial interest in the remainder may defer the payment of the tax thereon until they come into possession of the same by filing in the office of the county clerk within thirty days after the determination of the tax, a good and sufficient bond to the State of Washington in a sum double the amount of the tax, conditioned that they will pay such tax in full within sixty days after coming into possession of the estate. Said bond shall not operate to defer payment of the tax unless it be

approved by the court, and if it shall appear to the judge of said court at any time that a bond previously filed and approved has become insufficient he may require a new bond to be filed. If the person or persons owning the beneficial interest in the remainder shall fail to file a bond within the time herein provided, or if they shall fail to file a new bond when directed by the court, the tax shall immediately become due and payable. The state insurance commissioner is hereby directed to obtain and publish for the use of courts and appraisers throughout the state tables showing the average expectancy of life and the values of annuities and of life and term estates.

Section 2. Section 9187 of Remington & Ballinger's Annotated Codes and Statutes of Washington is hereby repealed.

OTHER AMENDMENTS.

We will also present to the Legislature several other amendments to the inheritance tax law which will correct minor errors in the present statutes and make them simpler of application.

ESCHEATING OF UNCLAIMED BANK DEPOSITS.

Section 3344 of Remington and Ballinger's Annotated Codes and Statutes of Washington was enacted for the purpose of escheating unclaimed bank deposits to the state. The law is not practicable for the reason that the only method provided is the regular probate proceedings. The amounts are usually very small and would be entirely exhausted by the court costs and other expenses if probate proceedings were instituted.

We therefore submit the following bill which provides an inexpensive method of escheating these deposits and which we believe will bring a considerable sum of money into the State treasury, and we therefore recommend its enactment into law:

AN ACT escheating to the common school fund of the State of Washington unclaimed deposits in banks, savings and loan societies, and all other institutions in which deposits of money are made, requiring said institutions to file and publish a list of such deposits, fixing a penalty for the violation thereof, and repealing section 3344 of Remington & Ballinger's Annotated Codes and Statutes of Washington.

Be it enacted by the Legislature of the State of Washington:

Section 1. The cashier or secretary of every bank, savings and loan society, and every institution in which deposits of money are made shall, within fifteen days after the first day of January, 1916, and

within fifteen days after the first day of January of each and every year thereafter, return to the State Board of Tax Commissioners a sworn statement, showing the amount standing to his credit, the last known place of residence or post office address, and the fact of death, if known, of every depositor who shall not have made a deposit therein, or withdrawn any part of his deposit or interest therefrom for a period of seven years or more preceding said date. The cashiers or secretaries of said institutions shall publish copies of such sworn statements in a newspaper of general circulation, published in the town or county in which the institution is situated, for four successive weeks, commencing with the first issue of said paper after the return of said list to the State Board of Tax Commissioners, and the cost of publication shall be paid pro rata out of said unclaimed deposits. The provisions of this act shall not apply to the deposit of any person known to such cashier or secretary to be living.

Sec. 2. All deposits for which no claim shall have been made upon or before the first day of March following such publication shall, except as hereinafter provided, be deemed to have escheated to the State of Washington for the use and benefit of the common school fund, and it shall be the duty of said cashiers or secretaries, within thirty days after said date, to pay the full amount of such deposits and the accrued interest thereon, less the cost of publication, to the state treasurer: Provided, however, that a depositor may claim his deposit at any time before payment to the state treasurer.

Sec. 3. The state treasurer shall, within ten days after the receipt of said deposits, file a complete list of the same with the State Board of Tax Commissioners. If it shall appear to said Board that any deposit or deposits have been wrongfully withheld from payment it shall bring an action in the name of the State of Washington against the institution withholding said deposit or deposits for the full amount due.

Sec. 4. No action shall ever be maintained against any institution mentioned in this act for a deposit paid to the state treasurer under the provisions hereof.

Sec. 5. Any cashier or secretary of any institution mentioned in this act who shall neglect or refuse to return the sworn statement or publish the same at any time and in any manner herein mentioned, shall be guilty of a misdemeanor and, upon conviction thereof, shall be fined in any sum not less than fifty nor more than one thousand dollars, or confined in the county jail for a period of not less than ten nor more than ninety days, or by both said fine and imprisonment.

Sec. 6. Section 3334 of Remington & Ballinger's Annotated Codes and Statutes of Washington is hereby repealed.

ASSESSMENT OF REGISTERED WATER CRAFT.

Great inequality and injustice exists in the assessment of registered water craft on account of the latitude allowed by law with reference to the situs of this class of property for the purpose of taxation. A policy of awarding this property to the lowest bidder has become quite common. In many instances the value put upon vessels by the local assessor does not reach 10 per cent of their full value.

At each of the annual conventions of the assessors held during the past four years, a resolution has been adopted recommending the passage of a law placing the assessment of this class of property in the hands of the State Board of Tax Commissioners. In accordance with these resolutions, we submit herewith the following bill, which we recommend for passage:

AN ACT in relation to taxation, providing for the assessment of registered water craft as personal property by the State Board of Tax Commissioners and the equalization thereof by the State Board of Equalization.

Be it enacted by the Legislature of the State of Washington:

Section 1. From and after the passage of this act all water craft required by law to be registered, licensed or enrolled, subject to taxation under the laws of the State of Washington, together with all personal property located upon such craft and used in the operation thereof, shall be valued and assessed annually by the State Board of Tax Commissioners as personal property.

Sec. 2. Every person, firm or corporation operating any vessel or vessels described in section one of this act shall, between the first day of March and the first day of April in each year, under the oath of some person duly authorized to make the same, file with the State Board of Tax Commissioners, in such form as said Board may prescribe, a report containing the following facts:

1. The name of each vessel operated and the ports between which it plies.
2. The gross tonnage.
3. The length and beam.
4. The character of motive power and description of the engines.
5. When and where built and where last enrolled.
6. The names of all owners and their places of residence, if owned by an individual or firm, or the name of the corporation, together with the names of the officers and directors, if owned by a corporation.

7. The name and place of residence of the managing owner or managing agent.
8. The estimated full cash value of each vessel and all personal property located thereon and used in the operation thereof.
9. The amount of the gross earnings, operating expenses and net earnings of each vessel.
10. Such other facts as will enable said board to arrive at the true value of such vessel.

Sec. 3. If any person, firm or corporation shall refuse or neglect to make and file the report required by this act, or shall refuse to permit an inspection of the property or an examination of the records, books, accounts, or papers of such person, firm or corporation when requested by said Board, or shall refuse or neglect to appear before said Board in obedience to a summons, such person, firm or corporation shall be estopped to question or impeach the action or determination of the Board upon any ground not affecting the substantial justice of the tax.

Sec. 4. The State Board of Tax Commissioners shall, between the first day of March and the first day of June in each year, ascertain and determine the true cash value of each vessel hereinbefore described and the personal property located thereon and used in the operation thereof. Every person, firm or corporation owning any such vessel or vessels shall be entitled, on motion, to a hearing before said Board at some time between the first day of April and the first day of May, relating to the value of said property, but such hearing shall not impair nor affect the right to a subsequent hearing before the State Board of Equalization. The value of said property shall be fixed as of the time and in the same manner that the value of the general property of the State is ascertained and determined.

Sec. 5. The said Board shall prepare an assessment roll and place thereon the name of each vessel, the actual value thereof and of the personal property located thereon and the name of the person, firm or corporation owning the same, and shall submit said assessment roll to the State Board of Equalization at its annual meeting held for the purpose of equalizing the assessed value of the taxable property of the State. Any person, firm or corporation interested may appear and be heard as to said assessment, and the State Board of Equalization may, on application or of its own motion, correct the valuation or assessment of such property in such manner as will, in its judgment, make the valuation thereof just and relatively equal with the valuation of the general property of the State: Provided, however, that the assessed value of such property, as it appears on said assessment roll, shall not be increased without notice by registered mail to the person, firm or corporation owning or operating the same that such increase is contemplated, which notice shall designate a time for a hearing in relation thereto.

Sec. 6. On the completion of the equalization of such property with the general property of the State by the State Board of Equalization it shall be the duty of the State Board of Tax Commissioners to

certify the equalized valuation thereof, together with a description of the property and the name of the owner or owners thereof, to the assessor of the county in which the said property should be taxed under the laws of the State, and each assessment so certified shall be placed upon the tax rolls of said county and the taxes extended against the same as against other property in the same taxing districts.

THE ASSESSMENT OF INTER-COUNTY TELEPHONE SYSTEMS.

The law of 1907 placed the assessment of the property of telegraph companies in the hands of the State Tax Commission for the reason that it is very difficult for the local assessor to assess a portion of a telegraph system. In order to arrive at its true value, the entire system must be taken into consideration. It was, therefore, thought more practicable to place the assessment in the hands of this Board because it is equipped with the necessary machinery for arriving at the value of this class of property.

The same reason exists for the assessment of telephone lines which extend into more than one county and we are preparing a bill amending the present law so as to include the assessment of telephone property, as well as that of telegraph companies, by this Board and will present it to the legislature with a recommendation that it be passed. We are not including the text of the amendment in this report for the reason that it is necessary only to include telephone companies in the present statute.

REPEAL EXEMPTION OF FRUIT TREES.

We recommend the repeal of that portion of Section 9098, Remington and Ballinger's Code, which exempts fruit trees from taxation.

The conditions under which this exemption was granted no longer exist for the reason that the fruit industry has become one of the most important in the State.

Practically every county has refused to take advantage of the exemption because of a feeling that the wealth represented by fruit trees should bear its share of the cost of government.

The provision of the statute exempting fruit trees from taxation has become practically a dead letter and for the sake of uniformity should, we believe, be repealed.

COLLECTIONS.

PRIVILEGE TAX ON EXPRESS COMPANIES FOR THE YEARS
ENDING MARCH 31, 1913, AND MARCH 31, 1914.

NAME OF COMPANY	Gross receipts	State tax five (5) per cent.
For year 1913—		
Western Express Company.....	\$5,577 74	\$278 86
American Express Company.....	80,546 64	4,027 83
Great Northern Express Company.....	347,517 75	17,375 89
Northern Express Company.....	624,855 41	31,242 77
Wells Fargo & Company.....	66,560 90	3,328 04
Totals.....	\$1,125,058 44	\$56,252 91
For year 1914—		
Western Express Company.....	\$3,968 57	\$198 43
American Express Company.....	92,409 09	4,620 45
Great Northern Express Company.....	337,892 86	16,894 64
Northern Express Company.....	642,970 20	32,148 51
Wells Fargo & Company.....	83,396 21	4,169 81
Totals.....	\$1,160,636 93	\$58,081 84
RECAPITULATION		
Totals, 1913	\$1,125,058 44	\$56,252 91
Totals, 1914	1,160,636 93	58,081 84
Grand totals.....	\$2,285,695 37	\$114,284 75

PRIVILEGE TAX ON PRIVATE CAR COMPANIES FOR THE YEAR
ENDING MARCH 31, 1913.

NAME OF COMPANY	Gross receipts	State tax seven (7) per cent.
Chanute Refrigerator Company.....	\$1 67	\$0 12
General Electric Company.....	5 10	36
Seattle Brewing & Malting Company.....	249 01	17 43
Trinity Cotton Oil Company.....	10 20	71
Streets Western Stable Car Line.....	138 10	9 67
Oudahy-Milwaukee Refrigerator Line.....	16 74	1 17
Barrett Manufacturing Company.....	60 15	4 21
Union Meat Company.....	55 62	3 90
Carstens Refrigerator Line.....	288 41	20 19
True's Oil Company.....	40 65	2 84
Heinz Company, H. J.....	85 06	5 95
Morrell Refrigerator Car Company.....	315 80	22 10
American Linseed Company.....	13 17	92
Armour Car Lines.....	1,358 38	95 09
Clear Lake Lumber Company.....	10 00	70
Union Tank Line Company.....	6,692 55	468 48
American Refrigerator Transit Company.....	890 87	62 36
Merchants Despatch Transportation Company.....	2,085 19	142 46
Swift Refrigerator Transportation Company.....	235 00	16 45
Central Fruit Despatch.....	10,881 10	761 68
Chicago, New York & Boston Refrigerator Company.....	215 42	15 07
Cold Blast Transportation Company.....	302 00	21 14
Pacific Ammonia & Chemical Company.....	101 29	7 09
Milwaukee Refrigerator Transit & Car Company.....	268 59	18 80
Union Refrigerator Transit Company.....	500 00	35 00
Pacific Fruit Express Company.....	1,820 98	127 47
Lemp Refrigerator Company.....	94 09	6 59
Indian Refining Company.....	17 96	1 25
Union Oil Company of California.....	2,128 92	148 67
Tiona Refining Company.....	2 56	18
Totals.....	\$28,829 54	\$2,018 06

PRIVILEGE TAX ON PRIVATE CAR COMPANIES FOR THE YEAR
ENDING MARCH 31, 1914.

NAME OF COMPANY	Gross receipts	State tax seven (7) per cent.
American Cotton Oil Company.....	\$18 89	\$1 32
American Gasoline Company.....	510 58	35 74
American Refrigerator Transit Company.....	784 43	54 91
Archer Daniels Linseed Company.....	29 10	2 04
Arms Palace Horse Car Company.....	211 73	14 82
Associated Oil Company.....	19 51	1 37
Barrett Manufacturing Company.....	18 05	1 26
Benson Produce Company.....	6 70	.47
British Columbia Sugar Refining Company.....	49 82	3 45
California Oilfields	72 70	5 09
Carstens Packing Company.....	312 30	21 86
Cedar Rapids Refrigerator Line.....	7 78	.54
Central Fruit Despatch.....	\$,873 86	271 14
Chicago, New York & Boston Refrigerator Company.....	182 88	9 31
Cleveland Provision Car Company.....	9 92	.69
Cudahy Milwaukee Refrigerator Line.....	7 80	.55
DuPont de Nemours Powder Company.....	86 87	6 08
Frye & Company.....	1,439 13	100 74
Garden City Milling Company.....	52	.04
Houghton Logging Company.....	15 00	1 05
General Chemical Company of California.....	150 00	10 50
Heinz Company, H. J.....	211 12	14 78
Live Poultry Transportation Company.....	82 54	2 28
Magnolia Petroleum Company.....	12 86	.86
Mather Stock Car Company.....	11 21	.78
Midland Linseed Despatch.....	246 70	17 27
Milwaukee Refrigerator Transit Car Company.....	299 63	20 97
Morrell Refrigerator Car Company.....	91 28	6 39
Pacific Ammonia & Chemical Company.....	94 16	6 59
Pacific Fruit Express Company.....	1,009 79	70 69
Seattle Brewing & Malting Company.....	156 02	10 92
Shippers Refrigerating Car Company.....	14 72	1 03
Street's Western Stable Car Line.....	44 69	3 13
Swift Refrigerator Transportation Company.....	250 00	17 50
Titusville Oil Works.....	12 60	.88
Union Meat Company.....	53 20	4 07
Union Oil Company of California.....	2,429 59	170 09
Union Refrigerator Transit Company.....	2,133 00	149 31
Union Tank Line Company.....	4,445 40	311 18
Warren Construction Company.....	3 88	.27
Western Chemical Manufacturing Company.....	13 98	.86
Frisco Refrigerator Line.....	351 80	24 63
The German-American Car Company.....	972 24	68 06
Trues Oil Company.....	45 92	3 21
Cold Blast Transportation Company.....	101 63	7 10
Totals.....	\$20,799 31	\$1,455 94
RECAPITULATION		
Totals, 1913	\$28,329 54	\$2,018 05
Totals, 1914	20,799 31	1,455 94
Grand totals.....	\$49,628 85	\$3,473 99

VALUE OF PROPERTY ESCHEATED TO THE STATE OF WASHINGTON FOR THE BIENNIAL PERIOD OCTOBER 1, 1912, TO SEPTEMBER 30, 1914.

NAME OF DECEASED	County	Amount of cash escheated	Appraised value of real and personal property (other than cash) escheated	Date of death	Date paid
Noonan, James	Spokane...	\$165 81	.....	Feb. 27, 1911	Oct. 9, 1912
Boyd, Jas. W. and Mary E.	Spokane. ....	.....	\$8,400 00	.....	Oct. 11, 1912
Phillips, Max	King.	89 85	.....	Sept. 5, 1910	Oct. 21, 1912
Fisher, John	Pierce.	223 00	.....	Jan. 10, 1909	Jan. 9, 1913
Apsb, Andrew	Mason.	435 13	.....	.....	Jan. 11, 1913
Lynch, James J.	King.	6 80	2,850 00	Dec. 1, 1909	Feb. 18, 1913
Simmons, Josiah W.	Klickitat.	305 17	.....	Jan. 11, 1909	Feb. 6, 1913
Olson, John P.	King.	85 91	2,080 00	June 14, 1909	Jan. 21, 1913
Maresch, F. G.	Whatcom.	658 75	720 00	May 11, 1911	Feb. 13, 1913
Hammer, Peter	King.	189 75	.....	.....	Feb. 25, 1913
Wicklund, John P.	Snohomish	71 08	.....	June 10, 1911	Apr. 12, 1913
Lind, Charles	Spokane.	686 40	.....	Mar. 14, 1906	May 16, 1913
Doble, Samuel	Whitman.	4,705 48	8,000 00	Sept. 3, 1911	May 23, 1913
Lowe, Anton S.	Spokane.	4 04	740 00	Mar. 15, 1911	May 28, 1913
Gillman, James	Spokane.	77 49	.....	Oct. 15, 1905	June 30, 1913
Watson, W. R.	King.	1 46	700 00	May 25, 1910	Aug. 4, 1913
Kinsley, George	Asotin.	421 40	.....	Nov. 30, 1900	Aug. 4, 1913
Janowski, Dezyeryus.	King.	949 16	500 00	Jan. 2, 1912	Aug. 21, 1913
Adamson, William	Okanogan.	567 68	.....	Dec. 7, 1910	Aug. 21, 1913
Anderson, Edward A.	King.	402 85	.....	Mar. 28, 1910	Aug. 22, 1913
Gilmore, William	San Juan.	372 39	.....	Nov. 6, 1911	Sept. 6, 1913
Nelson, Louis	Stevens.	99 27	6,088 00	Aug. 19, 1911	Sept. 8, 1913
Lund, J. W.	King.	629 50	.....	Feb. 19, 1912	Sept. 17, 1913
Winters, H. D.	Clarke.	364 51	.....	July 1911	Sept. 25, 1913
Hantz, J. W.	Kittitas. ....	.....	200 00	.....	Aug. 23, 1913
Purtman, Frank	Whitman.	2,822 40	150 00	July 25, 1911	Oct. 6, 1913
Gibson, W. H.	Pierce.	23 40	.....	Dec. 14, 1909	Oct. 9, 1913
Venn, William	Clarke.	1,674 52	.....	.....	Oct. 16, 1913
Creighton, William J.	Kitsap.	32 50	.....	Nov., 1911	Oct. 23, 1913
Hawes, William A.	Whatcom.	31 51	.....	July 17, 1912	Nov. 10, 1913
Anderson, Chas. W. and Sarah O.	Mason.	194 44	540 00	July 14, 1912	Nov. 24, 1913
Ellensohn, Peter	Stevens. ....	.....	400 00	Sept. 30, 1907	Nov. 17, 1913
Manaha, Frank	Chehalis.	966 66	.....	Feb. 3, 1912	Jan. 7, 1914
May, Anna W.	Chelan.	1,498 91	850 00	Feb. 7, 1911	Jan. 30, 1914
Olson, E. H.	Pierce.	4 15	.....	Aug. 1, 1912	Feb. 10, 1914
Lesner, Mary	Pierce.	217 65	.....	.....	Mar. 23, 1914
Wood, Henry E.	Thurston.	02	.....	.....	Apr. 2, 1914
Paulson, Nels	Lewis.	41 30	.....	Sept. 30, 1910	Apr. 2, 1914
Arrowsmith, D. H.	Thurston.	7 16	.....	July 7, 1907	Apr. 9, 1914
Campbell, T. A.	King.	3,056 74	.....	.....	May 1, 1914
Bernhart, Henry	Pierce.	6 00	.....	Oct. 27, 1907	May 14, 1914
Westefor, J. L.	Skagit. ....	.....	1 00	Nov. 9, 1912	May 11, 1914
Penn, Samuel	Pierce.	16 88	.....	Sept. 19, 1912	May 7, 1914
Budzaki, Naza.	Spokane.	7 23	.....	Nov. 30, 1911	May 19, 1914
Larsen, Lars	Pierce.	2,408 50	.....	Dec. 12, 1912	May 23, 1914
Flynn, W. O.	Chehalis.	645 72	.....	Mar. 14, 1912	July 23, 1914
Farrell, M. H.	Snohomish	180 08	.....	Jan. 10, 1913	Sept. 8, 1914
McMurray, Robert H.	King.	20 23	.....	May 12, 1913	Sept. 15, 1914
Hardison, Noah W.	Stevens.	1,229 06	.....	Jan. 8, 1913	Sept. 25, 1914
Totals for biennium		\$26,989 66	\$62,169 00		

**COLLECTIONS ON ACCOUNT OF INHERITANCE TAX FOR
BIENNIAL PERIOD OCTOBER 1, 1912, TO
SEPTEMBER 30, 1914, INCLUSIVE.**

Year ending September 30, 1913.....	\$150,569 08
Year ending September 30, 1914.....	141,319 57
Total.....	\$291,888 65

**COLLECTIONS ON ACCOUNT OF STATE LIQUOR LICENSES IS-
SUED FOR BIENNIAL PERIOD OCTOBER 1, 1912, TO
SEPTEMBER 30, 1914, INCLUSIVE.**

Year ending September 30, 1913	Licenses No. 15,594 to 17,894, inclusive.....	\$57,838 56
Year ending September 30, 1914	Licenses No. 17,895 to 20,215, inclusive.....	59,462 26
	Total.....	\$117,300 82

RECAPITULATION.

COLLECTIONS FOR BIENNIUM ENDING SEPTEMBER 30, 1914.

SOURCE	Amount
Privilege tax on express companies.....	\$114,284 75
Privilege tax on private car companies.....	3,473 99
Liquor licenses (State).....	117,300 82
Inheritance taxes	291,888 65
Cash escheats	20,989 66
Total collections.....	\$558,937 87

COMPARATIVE STATEMENT

Showing Assessed Valuation of all Real Property, Personal Property and Steam Railroads in State of Washington, as Equalized by State Board of Equalization for Years 1891 to 1914 Inclusive; Also Amount Levied Against Counties for State and School Purposes.

ASSESSED VALUE OF STEAM RAILROADS.

YEAR	Assessed valuation	Increase valuation over year 1891	Decrease valuation under year 1891	Percentage of increase over year 1891	Percentage of decrease under year 1891
1891.....	\$12,014,708				
1892.....	14,631,968	\$2,617,250		21.78	
1893.....	17,268,246	5,256,538		43.73	
1894.....	15,920,061	3,911,353		32.55	
1895.....	15,275,654	3,260,946		27.14	
1896.....	15,179,925	3,166,217		26.34	
1897.....	23,547,962	11,533,244		95.99	
1898.....	23,046,276	11,031,568		91.82	
1899.....	23,634,820	11,620,112		96.72	
1900.....	24,406,563	12,398,855		108.16	
1901.....	19,878,457	7,963,749		65.45	
1902.....	20,604,659	8,336,413		69.39	
1903.....	22,055,616	10,040,909		83.57	
1904 *.....	26,856,735	14,842,027		123.53	
1905.....	26,789,655	14,774,947		122.97	
1906 *.....	42,750,383	30,735,675		255.82	
1907.....	43,608,546	31,588,838		262.92	
1908 *.....	84,642,349	72,627,641		604.49	
1909.....	94,587,690	82,552,982		687.10	
1910.....	100,157,754	88,143,046		733.63	
1911.....	132,458,414	120,443,706		1,002.46	
1912.....	135,522,077	123,507,369		1,027.36	
1913.....	135,213,180	123,198,472		1,025.39	
1914.....	137,539,331	125,523,623		1,044.75	

* Value shown on pages 22 and 23, First Annual Report, includes unfinished right-of-way—hence difference in figures.

ASSESSED VALUE OF PERSONAL PROPERTY.
(Exclusive of steam railroads.)

YEAR	Assessed valuation	Increase valuation over year 1891	Decrease valuation under year 1891	Percentage of increase over year 1891	Percentage of decrease under year 1891
1891.....	\$52,148,599				
1892.....	39,469,247		\$12,679,352		24.32
1893.....	35,640,690		13,507,909		25.90
1894.....	26,635,749		25,512,850		48.92
1895.....	23,782,607		28,365,992		54.39
1896.....	22,512,338		29,636,261		56.88
1897.....	34,896,589		17,253,010		33.06
1898.....	33,028,967		19,119,632		36.66
1899.....	33,373,408		18,775,191		36.00
1900.....	35,344,965		16,803,634		32.22
1901.....	51,485,357		663,242		1.27
1902.....	42,134,545		10,014,054		19.39
1903.....	50,233,963		1,914,646		3.67
1904.....	51,756,911		391,668		0.73
1905.....	57,663,000	\$5,514,401		10.57	
1906.....	70,823,331	18,679,732		35.62	
1907.....	91,434,401	39,335,802		75.43	
1908.....	96,982,505	44,783,906		85.89	
1909.....	102,076,485	49,927,886		96.74	
1910.....	113,323,195	61,174,596		117.31	
1911.....	119,737,098	67,588,499		129.61	
1912.....	117,949,520	65,800,921		126.18	
1913.....	122,350,549	70,201,960		134.62	
1914.....	123,856,686	71,707,087		137.51	

ASSESSED VALUE OF REAL PROPERTY.

(Exclusive of steam railroads.)

YEAR	Assessed valuation	Increase valuation over year 1891	Decrease valuation under year 1891	Percentage of increase over year 1891	Percentage of decrease under year 1891
1891.....	\$266,887,742				
1892.....	234,172,852		\$32,694,890		12.25
1893.....	227,201,008		39,666,646		14.86
1894.....	188,683,372		83,184,370		31.17
1895.....	165,132,116		101,735,626		38.12
1896.....	166,885,406		99,882,337		37.43
1897.....	167,687,243		99,180,499		37.16
1898.....	170,921,051		95,946,951		35.95
1899.....	172,129,811		94,738,431		35.50
1900.....	177,822,966		89,044,747		33.37
1901.....	188,816,920		78,050,822		29.25
1902.....	196,200,924		68,666,808		25.73
1903.....	204,699,000		62,168,742		23.30
1904.....	219,847,333		47,020,409		17.62
1905.....	244,069,870		22,777,872		8.54
1906.....	416,631,168	\$149,763,426		56.12	
1907.....	437,982,561	171,114,839		64.12	
1908.....	567,019,088	300,151,346		112.47	
1909.....	568,775,651	326,907,909		122.50	
1910.....	662,766,966	425,899,253		159.59	
1911.....	702,930,422	436,062,690		163.40	
1912.....	751,614,654	484,746,912		181.64	
1913.....	756,911,298	490,043,569		183.63	
1914.....	764,066,875	497,199,133		186.31	

ASSESSED VALUE OF REAL AND PERSONAL PROPERTY.

(Exclusive of steam railroads.)

YEAR	Assessed valuation	Increase valuation over year 1891	Decrease valuation under year 1891	Percentage of increase over year 1891	Percentage of decrease under year 1891
1891.....	\$319,016,341				
1892.....	273,642,069		\$45,374,242		14.22
1893.....	265,841,789		53,174,555		16.67
1894.....	210,319,121		108,697,220		34.07
1895.....	188,914,723		130,101,618		40.78
1896.....	189,497,743		129,518,599		40.90
1897.....	202,532,832		116,483,509		36.49
1898.....	203,950,018		115,066,323		36.07
1899.....	205,502,719		113,513,622		35.58
1900.....	213,167,990		105,848,381		33.18
1901.....	240,302,277		78,714,064		24.67
1902.....	240,335,479		78,680,862		24.66
1903.....	254,932,963		64,088,888		20.06
1904.....	271,604,244		47,412,077		14.86
1905.....	301,752,870		17,263,471		5.41
1906.....	487,459,499	\$168,443,156		62.80	
1907.....	529,466,982	210,450,641		65.97	
1908.....	693,951,508	344,985,252		108.12	
1909.....	696,892,136	376,835,795		118.12	
1910.....	806,090,190	487,073,849		152.68	
1911.....	822,687,520	508,651,179		157.85	
1912.....	899,564,174	550,547,833		172.57	
1913.....	879,261,847	560,245,508		175.62	
1914.....	887,922,611	568,906,270		178.38	

TOTAL ASSESSED VALUATION REAL AND PERSONAL
PROPERTY.

(Including steam railroads.)

YEAR	Assessed valuation	Increase valuation over year 1891	Decrease valuation under year 1891	Percentage of increase over year 1891	Percentage of decrease under year 1891
1891.....	\$331,081,089				
1892.....	288,274,067		\$42,756,982		12.92
1893.....	283,110,082		47,921,007		14.46
1894.....	226,245,182		104,785,857		31.63
1895.....	204,190,377		126,840,682		38.32
1896.....	204,677,668		126,858,371		38.17
1897.....	226,130,784		104,900,255		31.69
1898.....	226,968,294		104,034,745		31.43
1899.....	229,137,539		101,898,500		30.76
1900.....	237,576,523		93,454,516		28.23
1901.....	260,180,734		70,850,305		21.40
1902.....	260,940,138		70,090,901		21.17
1903.....	276,968,569		54,042,470		16.33
1904.....	296,400,979		32,670,080		9.84
1905.....	328,542,525		2,488,514		0.75
1906.....	580,209,832	\$199,178,843		60.17	
1907.....	573,070,523	242,089,459		73.12	
1908.....	748,598,942	417,502,908		126.14	
1909.....	790,419,826	459,898,787		138.78	
1910.....	906,247,944	575,216,906		173.77	
1911.....	965,125,934	624,064,896		188.53	
1912.....	1,006,086,251	674,065,212		208.62	
1913.....	1,014,475,027	688,443,988		206.46	
1914.....	1,025,480,942	694,429,908		209.78	

AMOUNT LEVIED AGAINST COUNTIES FOR STATE GENERAL,
STATE SCHOOL, STATE MILITARY, INTEREST ON BONDS,
PUBLIC HIGHWAY AND PERMANENT HIGHWAY.

STATE GENERAL TAX.

YEAR	Amount levied	Increase over year 1891	Decrease under year 1891	Percentage of increase over year 1891	Percentage of decrease under year 1891
1891.....	\$698,098				
1892.....	720,685		\$272,406		27.43
1893.....	835,178		157,919		15.90
1894.....	648,870		344,223		24.66
1895.....	612,570		380,523		33.32
1896.....	626,615		366,478		36.90
1897.....	587,940		406,153		40.80
1898.....	544,739		448,304		45.14
1899.....	572,829		420,264		42.32
1900.....	522,662		470,431		47.37
1901.....	572,400		420,698		42.36
1902.....	574,067		419,026		42.19
1903.....	692,471		300,622		30.27
1904.....	746,151		246,942		24.57
1905.....	821,356		171,787		17.29
1906.....	964,379		38,714		3.90
1907.....	1,719,210	\$726,117		73.12	
1908.....	1,197,750	204,667		20.61	
1909.....	2,371,259	1,878,166		138.78	
1910.....	1,908,120	910,027		91.64	
1911.....	2,005,764	1,012,671		101.97	
1912.....	1,296,256	243,163		24.48	
1913.....	3,043,425	2,050,332		206.46	
1914.....	2,528,159	1,535,066		154.57	

**AMOUNT LEVIED AGAINST COUNTIES—Continued.
STATE SCHOOL TAX.**

YEAR	Amount levied	Increase over year 1896	Decrease under year 1896	Percentage of increase over year 1896	Percentage of decrease under year 1896
1896.....	\$346,600				
1896.....	655,480	\$3,880		1.37	
1897.....	610,568		\$36,047		5.57
1898.....	590,189		56,411		8.72
1899.....	859,269	212,662		32.89	
1900.....	902,785	256,185		39.62	
1901.....	1,300,902	654,302		101.19	
1902.....	1,304,701	658,101		101.73	
1903.....	1,384,945	738,345		114.19	
1904.....	1,492,302	845,702		130.79	
1905.....	1,642,712	906,112		154.05	
1906.....	1,723,181	1,076,581		166.50	
1907.....	1,719,210	1,072,610		165.88	
1908.....	1,871,434	1,224,834		189.43	
1909.....	1,976,049	1,329,449		205.61	
1910.....	1,975,621	1,329,021		205.54	
1911.....	1,910,232	1,263,632		195.43	
1912.....	1,909,664	1,263,064		195.33	
1913.....	1,927,509	1,280,908		198.10	
1914.....	2,022,527	1,375,927		212.79	

*** STATE INSTITUTIONS OF HIGHER EDUCATION.**

YEAR	Amount levied	Increase over year 1912	Decrease under year 1912	Percentage of increase over year 1912	Percentage of decrease under year 1912
1912.....	\$1,055,341				
1913.....	1,085,199	9,858		.93	
1914.....	1,083,508	28,162		2.67	

* Included in state general fund prior to 1912.

STATE MILITARY TAX.

YEAR	Amount levied	Increase over year 1891	Decrease under year 1891	Percentage of increase over year 1891	Percentage of decrease under year 1891
1891.....	\$66,206				
1892.....	67,665		\$6,551		12.92
1893.....	66,622		9,694		14.48
1894.....	45,249		20,967		31.65
1895.....	40,838		25,368		38.32
1896.....	40,986		25,270		38.17
1897.....	45,226		20,980		31.58
1898.....	45,399		20,807		31.43
1899.....	45,824		20,382		30.79
1900.....	47,512		18,694		28.24
1901.....	52,082		14,174		21.41
1902.....	52,189		14,017		21.17
1903.....	27,700		36,506		58.15
1904.....	29,345		36,361		54.92
1905.....	32,854		33,332		50.88
1906.....	58,019		18,187		19.92
1907.....	114,620	\$48,414		73.13	
1908.....	149,720	83,514		129.86	
1909.....	158,084	91,878		138.73	
1910.....	135,937	69,731		105.32	
1911.....	191,025	124,819		189.68	
1912.....	110,589	44,363		69.99	
1913.....	111,592	45,386		69.55	
1914.....	118,510	47,304		71.45	

AMOUNT LEVIED AGAINST COUNTIES—Continued.

INTEREST ON STATE BONDS.

YEAR	Amount levied	Increase over year 1891	Decrease under year 1891	Percentage of increase over year 1891	Percentage of decrease under year 1891
1891.....	\$8,276				
1892.....	11,531	\$3,255		39.33	
1893.....	14,156	5,880		71.05	
1894.....	11,312	3,036		36.68	
1895.....	40,838	32,522		392.24	
1896.....	40,986	32,600		394.64	
1897.....	45,226	36,950		446.47	
1898.....	45,399	37,123		448.56	
1899.....	45,824	37,548		453.69	
1900.....	47,512	39,236		474.09	
1901.....	52,082	43,756		528.71	
1902.....	52,189	43,913		530.61	

No levy since 1902.

PUBLIC HIGHWAY.

YEAR	Amount levied	Increase over year 1906	Decrease under year 1906	Percentage of increase over year 1906	Percentage of decrease under year 1906
1906.....	\$132,553				
1907.....	236,536	\$153,983		116.17	
1908.....	374,290	241,743		182.37	
1909.....	790,420	657,867		496.80	
1910.....	906,249	773,696		583.69	
1911.....	*				
1912.....	502,543	369,990		279.12	
1913.....	1,268,094	1,135,641		856.67	
1914.....	1,061,899	929,346		678.48	

* No levy made for year 1911.

PERMANENT HIGHWAY.

YEAR	Amount levied	Increase over year 1911	Decrease under year 1911	Percentage of increase over year 1911	Percentage of decrease under year 1911
1911.....	\$955,129				
1912.....	1,006,089	\$49,960		5.26	
1913.....	1,521,712	566,586		59.32	
1914.....	1,547,849	592,723		62.06	

AMOUNT LEVIED AGAINST COUNTIES—Continued.

TOTAL AMOUNT LEVIED.

YEAR	Amount levied	Increase over year 1891	Decrease under year 1891	Percentage of increase over year 1891	Percentage of decrease under year 1891
1891.....	\$1,067,575				
1892.....	789,871		\$277,704		26.01
1893.....	905,953		161,622		15.14
1894.....	705,431		362,144		33.92
1895.....	1,340,845	\$273,271		25.60	
1896.....	1,363,907	296,392		27.76	
1897.....	1,288,945	221,370		20.74	
1898.....	1,225,777	158,202		14.82	
1899.....	1,523,739	456,164		42.73	
1900.....	1,520,471	452,896		42.42	
1901.....	1,977,306	909,791		85.22	
1902.....	1,983,146	915,571		85.76	
1903.....	2,105,116	1,037,541		97.19	
1904.....	2,268,298	1,200,723		112.47	
1905.....	2,496,922	1,429,347		133.89	
1906.....	2,838,132	1,795,557		168.19	
1907.....	3,839,576	2,772,001		259.65	
1908.....	3,598,250	2,525,675		236.58	
1909.....	5,295,812	4,228,237		396.06	
1910.....	4,920,926	3,853,351		360.94	
1911.....	5,092,167	3,994,592		374.17	
1912.....	5,819,449	4,751,874		445.11	
1913.....	8,987,525	7,899,950		737.18	
1914.....	8,327,447	7,259,872		680.08	

COMPARATIVE STATEMENT showing amount of taxes levied against steam railroads, electric railways and all other property in the state for all purposes—state, county and municipal—for years 1904 to 1913, inclusive; also percentage of increase, and percentage of taxes levied against steam railroads to total amount of tax levied.

YEAR	Taxes levied against electric railways	Percentage of increase over 1906	Taxes levied against steam railroads	Percentage of increase over 1904	Taxes levied against all property exclusive of steam railroads and electric railways	Percentage of increase over 1904	Percentage of railroad tax to total amount of tax levied
1904.....			\$821,736 08		\$9,717,100 28		7.80
1905.....	\$130,889 41		1,064,764 38	25.92	12,883,981 50	32.59	7.37
1907.....	358,702 68	174.05	1,434,044 54	74.51	16,694,739 69	71.80	7.77
1908.....	396,698 90	204.61	2,206,809 08	168.58	17,832,809 88	83.52	10.80
1909.....	467,658 87	257.29	2,746,792 39	234.27	21,779,425 07	124.13	10.99
1910.....	402,028 50	307.15	2,668,323 19	223.50	24,023,428 18	147.23	9.82
1911.....	422,927 30	229.12	3,662,809 61	344.52	24,954,497 64	156.81	12.58
1912.....	458,373 51	248.67	3,866,466 19	370.58	26,881,950 70	176.65	12.39
1913.....	591,004 49	351.53	4,796,363 10	482.47	32,993,813 11	238.98	12.49

COMPARATIVE STATEMENT showing the total amount of taxes levied for all purposes—state, county and municipal; the amount paid by public service corporations, and the amount borne by other property in the State of Washington for the years 1910, 1911, 1912 and 1913.

	YEAR 1910		YEAR 1911		YEAR 1912		YEAR 1913	
	Amount	Percent- age to total amount levied	Amount	Percent- age to total amount levied	Amount	Percent- age to total amount levied	Amount	Percent- age to total amount levied
LEVIED ON								
Railway track and right-of-way (real property)	\$2,334,146 99	8.02	\$3,231,632 75	11.30	\$3,333,240 07	10.03	\$4,137,194 11	10.30
Railway rolling stock, etc. (personal property)	\$2,324,176 20	1.20	c 371,236 86	1.23	e 533,256 13	1.71	g 648,168 99	1.69
Telephone lines and property	14,004 38	0.05	13,721 48	0.05	11,071 20	0.04	19,148 81	0.05
Telephone lines and property	134,004 38	0.46	159,442 99	0.55	201,023 26	0.64	246,337 26	0.65
Street railways	402,023 50	1.46	422,927 30	1.46	456,373 51	1.46	591,004 49	1.54
Express companies	428,428 42	0.01	777 61	0.01	1,000 00	0.01	1,000 00	0.01
All other real property	20,455,312 31	75.52	21,005,615 57	72.65	22,974,551 02	73.02	23,055,993 20	73.23
All other personal property	3,429,866 11	12.86	3,684,989 99	12.90	3,694,870 86	11.84	4,009,776 95	12.08
Total amount levied	\$27,083,979 84	100.00	\$29,080,234 55	100.00	\$31,304,330 43	100.00	\$33,311,130 70	100.00
DISTRIBUTED TO								
State general	\$1,395,973 28	7.11	\$2,007,973 30	6.92	\$1,243,773 33	3.99	\$3,083,680 43	8.00
State military	140,312 37	0.52	192,425 84	0.66	112,454 05	0.36	114,040 32	0.30
State highway, public	916,123 73	3.38	967,966 26	3.33	506,507 05	1.61	1,271,335 94	3.82
State highway, permanent	2,000,838 54	7.39	1,913,429 24	6.59	1,006,832 17	3.22	1,829,494 73	5.50
State school	814,885 67	11.00	3,612,012 23	12.45	1,061,292 74	3.40	1,949,733 23	5.90
State institutions of higher education	1,590,420 98	5.84	1,779,765 34	6.13	1,905,765 82	6.09	1,074,236 72	3.20
County general (current expenses)	2,594,097 15	9.54	2,631,459 30	9.24	3,347,946 96	10.73	3,353,333 33	10.05
County road and bridge	5,345 23	0.02	7,069 11	0.02	2,753,712 05	8.84	2,346,565 46	6.13
County school	38,533 22	0.14	35,493 62	0.12	8,993 63	0.03	2,731,071 76	7.93
County soldiers' and sailors' relief	213,214 64	0.79	293,534 99	1.03	62,938 63	0.17	7,694 09	0.02
County bonds, interest	219,198 73	0.81	249,163 54	0.85	152,892 44	0.49	37,523 92	0.10
County indebtedness	42,044 19	0.16	50,734 60	0.17	103,685 24	0.33	342,170 46	0.99
County sinking	2,175,625 05	8.03	2,530,960 00	8.71	2,743,335 33	8.74	117,504 85	0.35
Road district							3,113,505 64	8.13

School district	4,008,354 09	17.33	5,379,562 09	18.53	5,698,677 92	18.13	6,793,010 62	17.65
River improvement district.....	55,461 00	0.20	54,577 89	0.19	63,680 61	0.30	296,602 64	0.76
Drainage district	67,376 17	0.25	76,693 75	0.28	91,777 63	0.39	144,713 96	0.38
Dike district	88,701 07	0.33	105,437 74	0.36	127,853 45	0.41	77,389 73	0.20
Horticultural district	37,061 53	0.14	32,983 99	0.11	34,806 16	0.11	.....	.....
Port district .....	.....	.....	.....	.....	390,906 39	1.25	456,433 04	1.19
Other county funds.....	123,386 94	0.45	199,154 72	0.65	40,400 13	0.13	1,392 23	0.01
Cities	7,064,791 26	25.97	6,834,303 72	23.54	7,107,215 07	22.78	8,299,173 07	21.44
Townships .....	.....	.....	.....	.....	201,261 57	0.65	219,627 96	0.57
Total amount distributed.....	\$27,063,979 84	100.00	\$29,080,284 55	100.00	\$31,204,820 48	100.00	\$36,311,180 70	100.00

a—Privilege tax paid direct to state by private car lines amounted to \$2,220.61 and is not included in amount shown in this statement.

b—Privilege tax on express companies paid direct to state, \$49,069.74.

c—Privilege tax on private car lines paid direct to state, \$3,800.81.

d—Privilege tax on express companies paid direct to state, \$37,017.90.

e—Privilege tax paid direct to state by private car lines amounted to \$3,993.48.

f—Privilege tax on express companies paid direct to state, \$63,573.79.

g—Privilege tax paid direct to state by private car lines amounted to \$2,017.87.

h—Privilege tax on express companies paid direct to state, \$36,232.91.

GENERAL FUND REVENUES.

COMPARATIVE STATEMENT showing amount of taxes levied for general fund by direct taxation and by indirect taxation and percentage of indirect revenue to total amount raised for general fund from 1890 to 1913, inclusive.

YEAR	Direct taxation (collected)	Total indirect taxes	Total general fund	Percentage of indirect revenue to total gen- eral fund
1890.....	\$269,015 58	\$43,901 01	\$313,006 59	14.06
1891.....	579,106 90	139,347 32	718,454 31	19.40
1892.....	808,066 02	92,550 98	900,616 95	10.28
1893.....	676,185 21	186,062 55	812,217 76	16.75
1894.....	594,698 23	95,299 09	699,987 32	13.81
1895.....	453,845 07	87,324 20	541,169 27	16.14
1896.....	411,278 86	251,889 70	668,118 56	37.98
1897.....	510,439 37	216,659 64	727,099 01	29.80
1898.....	314,379 66	247,982 36	1,062,312 02	23.34
1899.....	528,139 90	298,061 08	826,190 98	36.07
1900.....	757,604 79	320,170 54	1,077,865 33	29.70
1901.....	665,028 98	396,587 66	1,061,616 64	37.36
1902.....	642,989 00	324,898 67	967,887 67	33.57
1903.....	655,202 99	387,589 65	1,043,742 64	37.13
1904.....	700,849 21	471,545 84	1,171,894 05	40.23
1905.....	779,769 54	461,164 83	1,240,984 37	37.16
1906.....	860,684 55	731,140 90	1,591,775 45	45.33
1907.....	940,873 68	1,068,239 63	2,004,168 26	58.06
1908.....	1,474,697 17	975,233 62	2,449,980 79	39.51
1909.....	1,285,701 21	1,394,972 17	2,680,673 38	52.04
1910.....	2,168,718 95	1,899,841 48	3,548,555 43	39.17
1911.....	1,905,676 43	1,374,255 77	3,279,982 20	41.90
1912.....	2,068,178 28	1,587,642 95	3,650,816 23	43.49
1913.....	1,459,065 80	1,558,728 10	3,012,798 40	51.57
Totals.....	\$21,966,678 92	\$14,041,024 64	\$36,066,708 56	38.96

STATEMENT showing assessed and actual value of all property in the State of Washington, by counties, for the years 1912 and 1913.

COUNTIES	Total assessed value of real and personal property as equalized by county board of equalization, also value of steam and electric railways and telegraph lines as equalized by state board of equalization		Total actual valuation of real and personal property, including steam and electric railways and telegraph lines as found by state board of equalization	
	1912	1913	1912	1913
1 Adams	\$22,008,681	\$22,523,356	\$55,147,428	\$54,721,468
2 Asotin	3,982,860	4,127,471	10,789,789	11,323,651
3 Benton	14,584,684	14,121,589	37,971,841	37,707,714
4 Chehalis	33,175,776	34,359,409	84,502,744	85,407,429
5 Cowlitz	15,092,710	15,209,380	42,006,875	42,330,309
6 Clallam	12,317,480	12,440,319	23,346,154	23,579,074
7 Clarke	13,406,764	13,857,189	44,496,886	45,064,081
8 Columbia	8,691,668	8,612,871	21,040,107	20,849,362
9 Cowlitz	9,198,311	9,213,380	31,587,612	31,689,358
10 Douglas	9,689,757	9,746,215	24,576,519	24,977,487
11 Ferry	3,113,671	3,190,246	6,891,704	7,061,192
12 Franklin	3,771,378	3,646,238	31,270,511	30,879,584
13 Garfield	4,525,761	4,472,368	12,481,416	12,419,518
14 Grant	14,358,640	14,717,615	40,942,799	41,341,621
15 Island	1,655,940	1,664,309	3,585,838	3,603,958
16 Jefferson	6,555,744	6,838,384	16,992,398	17,378,741
17 King	229,076,257	262,015,968	553,345,278	559,623,881
18 Kitsap	5,623,896	5,758,314	15,617,588	15,819,545
19 Kittitas	16,661,087	16,639,156	50,350,824	50,284,546
20 Klickitat	11,682,673	10,826,328	34,330,511	35,741,594
21 Lewis	20,179,683	20,254,667	52,951,619	53,147,907
22 Lincoln	24,015,794	24,180,065	61,563,175	61,968,390
23 Mason	6,225,674	6,253,073	14,198,494	14,124,856
24 Okanogan	6,969,677	7,252,719	16,356,909	17,021,166
25 Pacific	17,959,366	17,950,376	36,599,467	36,618,475
26 Pend Oreille	6,674,444	6,505,382	16,439,515	16,259,394
27 Pierce	108,755,405	110,788,968	211,668,754	215,529,262
28 San Juan	1,399,917	1,474,669	3,899,490	4,027,823
29 Skagit	14,249,304	14,385,362	46,000,385	46,374,154
30 Skamania	5,063,594	4,979,129	11,662,636	11,662,588
31 Snohomish	38,582,369	39,325,878	98,050,495	99,559,192
32 Spokane	121,996,927	122,543,088	289,369,526	290,661,977
33 Stevens	8,913,419	9,221,124	26,888,141	27,542,187
34 Thurston	14,294,296	14,331,001	32,913,415	32,969,318
35 Wahkiakum	1,912,909	2,074,494	4,908,671	5,168,146
36 Walla Walla	31,618,184	31,293,400	74,431,318	75,152,259
37 Whatcom	25,080,229	25,720,632	67,594,460	69,234,681
38 Whitman	41,450,847	41,328,377	102,702,790	102,399,861
39 Yakima	35,629,796	35,681,809	89,921,613	81,069,768
Totals	\$1,006,086,251	\$1,014,475,027	\$2,390,421,192	\$2,412,235,407

STATEMENT showing total amount of taxes levied against each county and rate of levy for years 1912 and 1913.

COUNTIES	Total amount of taxes levied for all purposes, state, county and municipal, borne by all real and personal property, including steam and electric railways and telegraph lines		AVERAGE RATE OF LEVY			
			Assessed value basis (mills)		Actual value basis (mills)	
	1912	1913	1912	1913	1912	1913
1 Adams	\$444,485 92	\$470,235 08	19.58	20.88	8.05	8.39
2 Asotin	100,625 44	151,855 35	25.59	39.79	9.33	13.41
3 Benton	370,290 89	450,452 37	25.39	31.90	9.75	11.95
4 Chehalis	1,180,016 12	1,516,115 95	35.57	44.13	13.98	17.75
5 Chelan	519,298 44	634,648 68	34.41	41.73	12.36	14.99
6 Clallam	347,128 95	480,448 75	28.18	37.01	14.87	19.53
7 Clarke	490,228 16	652,233 79	36.57	47.07	11.02	14.47
8 Columbia	216,923 59	283,980 51	24.96	32.97	10.31	13.02
9 Cowlitz	354,114 89	451,571 21	33.50	46.84	11.21	13.64
10 Douglas	254,045 64	272,460 48	26.49	27.96	10.34	10.91
11 Ferry	104,094 18	104,427 59	33.43	32.73	15.10	14.79
12 Franklin	236,228 13	296,468 59	26.98	34.17	7.55	9.57
13 Garfield	118,630 18	173,912 85	26.21	38.89	9.50	14.00
14 Grant	345,058 16	415,934 82	24.08	28.26	8.43	10.08
15 Island	74,728 68	85,547 97	45.13	51.40	20.84	23.74
16 Jefferson	215,766 45	289,955 00	32.91	42.40	12.70	16.68
17 King	8,592,088 50	10,973,098 29	33.16	41.88	15.53	19.61
18 Kitsap	243,872 29	289,972 26	43.36	50.36	15.02	18.33
19 Kittitas	409,164 14	588,963 35	24.56	32.39	8.13	10.72
20 Klickitat	347,879 21	362,763 88	29.78	33.51	10.13	10.14
21 Lewis	781,047 89	900,077 89	38.70	44.44	14.75	16.94
22 Lincoln	547,082 68	626,721 09	22.78	25.92	8.89	10.11
23 Mason	178,326 47	233,606 98	28.37	37.36	12.56	16.54
24 Okanogan	260,380 41	309,518 20	37.36	42.63	15.92	18.18
25 Pacific	504,379 69	715,281 17	28.08	39.85	13.79	19.53
26 Pend Oreille	207,153 15	260,209 71	31.04	40.00	12.61	16.00
27 Pierce	3,075,987 78	3,771,350 02	28.23	34.06	14.53	17.50
28 San Juan	43,989 66	61,444 50	31.42	41.66	11.28	15.26
29 Skagit	747,006 99	842,255 08	52.35	58.55	16.24	18.16
30 Skamania	186,277 24	158,501 10	26.87	31.88	11.60	13.60
31 Snohomish	1,506,898 51	1,929,109 86	39.04	49.05	15.96	19.38
32 Spokane	3,580,060 32	3,968,472 71	23.94	32.30	12.20	13.62
33 Stevens	342,823 06	436,827 61	38.46	47.26	12.75	15.82
34 Thurston	441,035 69	544,375 91	30.85	37.98	13.40	16.50
35 Wahkiakum	72,830 97	81,412 04	33.07	39.24	14.84	15.75
36 Walla Walla	735,587 48	943,226 00	25.38	30.14	10.55	12.55
37 Whatcom	998,856 24	1,312,478 72	39.91	51.08	14.78	18.96
38 Whitman	885,519 84	1,107,488 38	20.16	26.80	8.14	10.82
39 Yakima	1,246,461 46	1,265,832 68	34.98	35.49	15.40	15.62
Totals.....	\$81,204,820 48	\$88,811,180 70	31.05	37.76	13.05	15.88

STATEMENT showing total assessed valuation and amount of taxes levied for all purposes, state, county and municipal, State of Washington, years 1890 to 1913, inclusive.

YEAR	Amount of Taxes Levied for All Purposes, State, County and Municipal			Total Assessed Valuation of Real and Personal Property		
	Amount levied	Increase over year 1890	Percentage of Increase over year 1890	Assessed valuation	Increase over 1890	Percentage of Increase over year 1890
1890	\$3,735,119			\$217,612,597		
1891	4,706,991	\$971,872	26.01	331,031,089	\$113,418,492	52.12
1892	4,464,733	729,624	19.53	288,274,057	70,661,460	32.47
1893	5,880,665	2,145,546	57.44	283,110,162	65,497,135	30.10
1894	5,233,704	1,508,585	40.26	226,245,182	8,632,235	3.97
1895	5,721,312	1,986,193	53.13	204,190,577	* 13,422,590	* 6.17
1896	5,246,235	1,511,116	40.46	204,677,066	* 12,935,229	* 5.94
1897	5,633,349	1,903,230	50.96	226,130,734	8,517,837	3.91
1898	5,262,631	1,517,512	40.63	226,966,094	9,353,394	4.31
1899	5,974,589	2,239,320	59.96	229,137,089	11,524,642	5.29
1900	6,329,466	2,594,347	69.46	237,576,023	19,963,636	9.17
1901	7,329,219	3,594,100	96.22	260,180,734	42,567,837	19.56
1902	7,967,412	4,232,293	113.31	260,940,183	43,327,241	19.91
1903	9,000,723	5,325,609	142.63	276,988,069	69,375,672	27.29
1904	10,538,846	6,803,727	182.16	298,460,379	80,848,032	37.15
1905	11,009,062	7,273,943	194.74	328,542,025	110,929,628	50.98
1906	14,049,635	10,314,516	276.15	530,209,082	312,596,935	143.65
1907	18,487,467	14,752,368	394.96	573,070,023	355,467,631	163.34
1908	20,438,118	16,702,999	447.19	748,563,042	530,981,045	244.00
1909	24,963,876	21,258,757	569.15	790,419,026	572,806,929	263.22
1910	27,063,960	23,348,841	625.12	906,247,044	688,635,047	316.44
1911	29,080,235	25,355,116	677.23	955,125,034	737,513,037	338.91
1912	31,204,320	27,469,701	735.44	1,005,086,351	787,473,354	361.86
1913	33,311,181	34,576,062	925.70	1,014,475,027	796,862,130	366.13

* Decrease.

TABLE SHOWING THE AMOUNT OF TAXES LEVIED FOR ALL PURPOSES, STATE, COUNTY AND MUNICIPAL, THE AMOUNT PAID BY PUBLIC SERVICE CORPORATIONS AND THE AMOUNT BORNE BY OTHER PROPERTY IN THE STATE FOR THE YEAR 1912.

TAXES LEVIED IN ADAMS COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$9,243 21	\$1,136 17	\$23 25	\$24 13	.....	.....	\$15,702 82	\$2,333 76	\$23,433 89
State military	947 66	2 13	2 13	2 23	.....	.....	1,440 05	214 02	2,610 27
State highway, public	8,759 30	462 05	9 46	9 53	.....	.....	6,386 31	949 14	11,576 02
State highway, permanent	7,518 40	924 16	13 92	19 67	.....	.....	12,772 62	1,898 37	23,132 04
State school	14,292 86	1,753 15	35 89	37 31	.....	.....	24,230 41	3,601 13	43,990 73
State institutions higher education	7,361 13	974 82	19 96	20 75	.....	.....	13,473 83	2,005 49	24,453 10
County general (current expenses)	5,895 79	724 83	14 83	15 43	.....	.....	10,017 74	1,483 84	18,158 46
County road and bridge	26,845 13	3,299 73	67 55	70 23	.....	.....	45,605 73	6,777 94	82,666 41
County school	9,434 88	1,159 73	23 74	24 68	.....	.....	16,093 39	2,383 14	29,083 54
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' relief	231 13	27 13	56	58	.....	.....	375 46	55 33	680 94
County bonds interest	221 13	27 13	56	58	.....	.....	375 46	55 33	680 94
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	14,073 84	1,756 74	35 80	38 02	.....	.....	23,708 63	2,883 13	42,136 66
School district	37,840 05	4,638 77	101 01	139 90	.....	.....	61,961 35	11,080 60	116,231 71
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	2,552 67	447 07	10 38	102 05	.....	.....	11,109 90	6,953 84	21,400 29
County	58 45	10 87	22	23	.....	.....	150 28	23 33	273 87
Horticulture .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	\$140,893 99	\$17,406 82	\$364 26	\$490 68	.....	.....	\$243,839 43	\$43,333 70	\$444,436 92

TAXES LEVIED IN ASOTIN COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general				\$11 54			\$4,771 50	\$843 39	\$5,623 43
State military				11 97			400 41	70 77	472 15
State highway, public				4 68			1,865 29	842 05	2,722 05
State highway, permanent				9 86			3,670 59	684 16	4,354 10
State school				17 33			7,374 14	1,308 42	8,686 39
State institutions higher education				9 68			4,004 06	707 74	4,721 43
County general (current education)				8 07			3,336 72	539 79	3,864 98
County general (current expenses)				8 07			3,336 72	539 79	3,864 98
County road and bridge				40 35			16,683 65	2,943 92	19,672 55
County school									
County fair									
County soldiers' and sailors' relief									
County bonds, interest				2 42			1,001 02	176 94	1,180 38
County indebtedness									
County sinking									
Road district				13 02			15,516 33	2,136 15	18,122 50
School district				56 49			17,305 39	2,934 17	20,297 02
River improvement district									
Drainage district									
Dike district									
Irrigation district				37 35			5,424 37	1,653 71	7,121 43
City									
Totals				\$220 33			\$85,392 09	\$15,043 02	\$100,625 44

TAXES LEVIED IN BENTON COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$6,630 07	\$922 34	\$9 33	\$14 45	.....	.....	\$11,004 07	\$324 11	\$19,144 36
State military	600 44	58 64	80	1 31	.....	.....	936 33	80 97	1,733 31
State highway, public	2,704 51	241 62	4 00	5 89	.....	.....	4,433 72	364 72	7,939 46
State highway, permanent	5,338 92	482 34	8 00	11 73	.....	.....	5,890 70	738 03	15,589 80
State school	10,242 81	915 10	15 17	32 80	.....	.....	17,000 31	1,331 33	22,579 91
State institutions higher education	5,703 71	509 24	8 45	13 43	.....	.....	9,471 54	769 59	14,473 53
County General (current expenses)	15,088 24	1,323 31	22 27	33 75	.....	.....	24,585 97	2,027 74	43,413 31
County road and bridge	10,061 44	801 53	14 34	21 33	.....	.....	16,743 97	1,360 00	23,139 31
County school	7,669 49	633 20	11 36	10 70	.....	.....	12,729 22	1,034 29	22,136 26
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	13,060 58	1,117 49	18 07	12 44	.....	.....	18,888 57	931 97	34,023 12
School district	34,309 19	3,563 04	75 53	184 90	.....	.....	80,561 09	7,199 46	136,213 21
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	3,126 65	433 47	8 20	22 90	.....	.....	16,737 13	4,637 93	25,016 23
Totals	\$114,577 05	\$11,229 00	\$196 70	\$309 81	.....	.....	\$222,556 75	\$21,361 03	\$370,230 39

TAXES LEVIED IN CHEHALIS COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$8,134 10	\$509 17	\$6 61	\$101 93	\$501 47	\$1 64	\$65,184 30	\$4,896 59	\$45,826 31
State military	290 16	45 53	59	9 11	44 83	14	3,145 32	1,392 13	3,917 81
State highway, public	1,272 68	206 75	2 68	41 39	208 62	67	14,257 17	1,751 22	17,796 13
State highway, permanent	2,545 26	413 50	5 36	32 73	407 25	1 34	22,574 32	3,562 44	35,592 25
State school	4,862 60	799 99	10 25	153 15	778 08	2 55	54,579 75	6,506 36	67,987 13
State institutions higher education	2,673 47	434 34	5 64	86 35	427 77	1 40	30,013 70	3,741 39	37,385 16
County general (current education)	12,853 05	2,063 01	27 16	419 00	2,051 33	6 75	144,630 37	18,081 55	180,182 73
County road and bridge	8,939 31	1,432 29	13 84	230 74	1,430 31	4 69	100,355 63	12,511 77	125,004 56
County school	5,432 30	800 67	11 56	173 30	577 13	2 33	61,546 74	7,673 21	76,662 34
County fair	142 45	23 14	30	4 64	22 79	07	1,369 32	199 39	1,992 10
County soldiers' and sailors' relief									
County bonds interest									
County indebtedness									
County sinking									
Road district	12,651 30	2,019 01	23 63	61 33			124,551 14	6,350 57	145,155 42
School district	13,435 36	2,368 91	31 32	523 40	2,592 23	8 25	151,303 13	23,023 33	174,255 35
River improvement district									
Drainage district									
Dike district									
Irrigation district									
Port of Grays Harbor	3,651 47	573 60	7 61	115 33	539 35	1 57	39,352 73	4,394 76	49,302 62
City	7,357 14	1,496 10	21 84	1,143 64	6,309 09	21 78	145,732 01	40,305 51	196,455 41
Totals	\$79,250 60	\$13,263 01	\$171 68	\$3,223 24	\$16,225 30	\$54 03	\$683,007 68	\$134,815 03	\$1,150,016 13

TAXES LEVIED IN CHELAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$3,020 31	\$348 32	\$9 45	\$100 98	\$0 49	\$15,658 96	\$2,208 49	\$21,842 00
State military	269 32	31 29	84	9 14	04	1,898 52	207 70	1,916 86
State highway, public	1,228 43	141 68	3 84	41 25	19	6,326 90	986 36	8,678 65
State highway, permanent	2,441 62	282 87	7 87	81 36	40	12,686 10	1,877 15	17,827 17
State school	4,660 68	537 65	14 58	152 92	74	24,018 19	3,548 90	32,983 65
State institutions higher education	2,572 25	236 67	8 04	75 28	40	13,248 44	1,971 30	18,172 39
County general (current expenses)	8,543 46	965 62	25 74	285 50	1 87	44,029 62	6,501 04	60,873 35
County road and bridge	6,259 53	721 97	19 56	208 50	1 00	32,250 16	4,762 73	44,238 48
County school	6,301 54	726 89	19 80	209 50	1 01	32,470 40	4,796 18	44,925 32
Horticultural	231 64	24 64	66	7 05	08	1,101 20	144 09	1,509 31
County soldiers' and sailors' relief	42 73	4 53	13	1 45	00	220 24	32 81	301 88
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	747 75	88 25	2 83	24 75	01	3,852 30	599 39	5,292 68
Road district	5,893 76	636 54	16 83	187 73	.....	27,913 81	4,298 45	38,553 67
School district	22,989 08	2,669 78	69 19	764 08	4 76	116,615 77	17,516 31	166,698 97
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	8,798 72	1,010 39	21 91	291 50	5 08	45,006 87	6,645 25	61,719 17
Totals	\$73,458 80	\$8,494 09	\$221 07	\$2,440 99	\$15 47	\$378,746 87	\$55,921 15	\$659,398 44

TAXES LEVIED IN CLALLAM COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$23 34	\$4 41	\$6 39	.....	.....	\$11,757 98	\$405 88	\$12,205 00
State military	2 55	40	75	.....	.....	1,067 02	36 49	1,097 21
State highway, public	11 51	1 79	8 40	.....	.....	4,774 45	164 82	4,936 97
State highway, permanent	23 02	3 58	6 81	.....	.....	9,548 90	329 03	9,911 94
State school	43 71	6 81	12 98	.....	.....	18,185 80	695 04	18,821 29
State institutions higher education	24 27	3 78	7 18	.....	.....	10,071 48	347 67	10,454 38
County general (current expenses)	110 78	17 25	32 75	.....	.....	45,968 01	1,585 65	47,710 45
County road and bridge	114 50	17 83	33 86	.....	.....	47,506 98	1,689 95	49,313 12
County school	40 16	6 25	11 68	.....	.....	15,668 08	575 21	17,296 58
County fair
County soldiers' and sailors' relief	71	11	21	.....	.....	239 91	10 25	305 20
County bonds interest	37 21	5 79	11 00	.....	.....	15,439 77	583 00	16,023 77
County indebtedness	13 22	2 06	3 91	.....	.....	5,487 05	189 42	5,906 66
County sinking
Road district	274 36	.....	42 60	.....	.....	85,049 12	2,793 80	89,146 97
School district	189 15	44 57	82 34	.....	.....	38,280 28	3,016 27	41,312 61
River improvement district	8 01	1 25	2 37	.....	.....	3,325 49	114 80	3,451 92
Drainage district
Dike district
Irrigation district
City	15 60	80 23	64 05	.....	.....	17,080 22	2,026 78	19,210 88
Totals	\$687 00	\$193 11	\$824 08	.....	.....	\$331,887 54	\$14,888 67	\$347,125 96

TAXES LEVIED IN CLARKE COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$2,968 80	\$477 21	\$0 11	\$103 30	\$98 97	\$0 39	\$16,345 95	\$2,801 75	\$22,791 48
State military	349 36	56 15	01	12 15	11 06	05	1,923 07	329 61	2,681 35
State highway, public	1,222 45	186 49	05	42 54	38 70	16	6,730 68	1,153 66	9,384 73
State highway, permanent	2,444 90	393 02	09	85 09	77 33	32	13,451 35	2,397 30	15,769 45
State school	4,540 48	729 85	17	158 00	143 70	60	24,969 75	4,235 00	34,567 55
State institutions higher education	2,968 80	477 21	11	108 30	93 97	39	16,345 95	2,801 75	22,791 48
County general (current expenses)	6,461 55	1,053 64	24	224 85	204 54	35	35,576 45	6,097 90	49,005 02
County road and bridge	5,239 05	842 16	19	132 31	105 31	69	23,845 84	4,944 24	40,220 29
County school	8,731 70	1,403 60	33	308 36	276 35	1 15	45,076 44	8,240 39	67,063 82
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	1,746 35	230 69	07	60 77	55 27	23	9,615 30	1,643 08	13,405 76
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	10,983 60	1,853 74	.....	77 44	227 60	.....	47,243 55	4,709 43	65,100 41
School district	11,853 11	1,511 53	24	271 97	144 94	92	58,553 87	9,563 96	79,522 09
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Port of Vancouver	1,681 48	238 44	12	104 33	110 52	46	11,554 85	1,855 03	15,553 53
City	3,063 16	421 36	54	446 04	236 16	2 07	34,632 85	9,650 55	45,443 40
Totals	\$63,754 69	\$9,920 71	\$2 27	\$2,176 00	\$1,679 96	\$3 23	\$351,975 40	\$50,510 95	\$460,223 16

TAXES LEVIED IN COLUMBIA COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$2,019 64	\$124 61	\$6 74	\$11 87	.....	.....	\$6,508 13	\$1,337 33	\$10,013 32
State military	175 62	11 66	1 08	.....	.....	.....	554 59	116 94	\$70 72
State highway, public	878 11	58 30	2 92	5 16	.....	.....	2,827 45	581 67	4,353 62
State highway, permanent	1,766 31	118 61	5 86	10 32	.....	.....	5,654 90	1,163 24	8,707 24
State school	3,512 42	233 22	11 72	20 66	.....	.....	11,309 63	2,823 67	17,414 43
State institutions higher education	1,893 46	121 27	6 10	10 74	.....	.....	5,831 00	1,309 97	9,053 82
County general (current expenses)	7,024 84	456 44	23 44	41 30	.....	.....	22,619 00	4,453 35	34,823 97
County road and bridge	5,971 11	398 43	19 22	35 11	.....	.....	16,235 65	3,363 26	29,004 02
County school	3,512 42	233 22	11 72	20 66	.....	.....	11,309 63	2,823 67	17,414 43
County fair	408 93	26 82	1 35	2 37	.....	.....	1,300 63	267 57	2,022 07
County soldiers' and sailors' relief	140 49	9 33	47	63	.....	.....	452 89	98 07	666 55
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	878 11	68 30	2 92	5 16	.....	.....	2,827 45	581 67	4,353 62
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	6,896 24	431 67	30 24	37 88	.....	.....	18,234 97	2,709 35	28,400 45
School district	6,929 94	507 74	33 86	178 19	.....	.....	20,212 22	5,820 28	33,692 18
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City— .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Starbuck	47 62	9 06	20	1 38	.....	.....	365 66	229 54	643 46
Dayton	609 21	82 97	1 40	236 88	.....	.....	8,831 13	5,120 02	14,951 06
Totals	\$42,522 47	\$2,897 70	\$159 45	\$619 52	.....	.....	\$138,171 51	\$62,562 64	\$216,923 59

TAXES LEVIED IN COWLITZ COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$2,203 17	\$973 75	\$17 23	\$32 39	.....	.....	\$1,228 89	\$1,348 65	\$15,823 84
State military	500 29	61 70	1 57	4 76	.....	.....	1,020 73	122 61	1,411 71
State highway, public	885 41	275 85	7 08	21 29	.....	.....	4,568 49	548 11	6,811 19
State highway, permanent	1,793 43	552 52	14 07	42 65	.....	.....	9,140 83	1,097 83	12,640 83
State school	3,408 59	1,043 87	26 71	80 94	.....	.....	17,846 61	2,088 43	23,989 90
State institutions higher education	1,831 14	579 54	14 76	44 73	.....	.....	9,587 84	1,151 52	13,259 08
County general (current expenses)	6,045 30	1,892 43	47 45	143 76	.....	.....	30,810 24	3,700 87	42,609 75
County road and bridge	5,236 29	1,613 19	41 10	124 52	.....	.....	26,687 09	3,205 84	36,907 53
County school	5,085 76	1,566 51	39 91	130 94	.....	.....	26,919 38	3,113 21	35,846 45
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	130 91	40 33	1 08	3 12	.....	.....	607 15	30 11	922 63
County bonds, interest	615 26	139 55	4 53	14 63	.....	.....	3,135 73	376 63	4,336 63
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	11,916 09	3,673 32	73 97	225 40	.....	.....	53,623 51	5,172 39	79,600 08
School district	9,488 89	2,912 01	81 09	239 82	.....	.....	47,633 97	7,676 83	66,032 61
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	1,174 65	339 46	23 77	35 90	.....	.....	8,037 63	2,840 75	12,377 16
Totals	\$60,070 17	\$15,414 24	\$399 58	\$1,234 85	.....	.....	\$254,477 62	\$32,517 96	\$854,114 39

TAXES LEVIED IN DOUGLAS COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$1,718 88	\$180 18	\$2 89	\$80 11	.....	.....	\$9,726 80	\$1,004 12	\$12,671 88
State military	166 26	17 19	26	2 74	.....	.....	884 21	91 23	1,151 94
State highway, public	708 16	77 87	1 18	12 82	.....	.....	8,978 98	410 78	5,188 74
State highway, permanent	1,388 29	188 81	2 84	24 40	.....	.....	7,884 20	818 98	10,871 60
State school	2,666 87	292 29	4 46	46 53	.....	.....	15,081 67	1,551 88	19,588 06
State institutions higher education	1,471 42	161 91	3 47	25 77	.....	.....	8,898 28	869 00	10,847 45
County general (current expenses)	6,094 04	670 54	10 24	108 74	.....	.....	24,484 19	3,690 09	44,923 84
County road and bridge	1,497 47	164 77	2 52	26 22	.....	.....	8,473 67	874 81	11,989 46
County school	3,711 11	468 84	6 24	68 00	.....	.....	20,869 99	2,168 00	27,888 68
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest and institute	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	180 21	14 88	22	2 28	.....	.....	786 84	76 07	869 95
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	7,519 88	889 88	18 42	121 09	.....	.....	42,086 25	3,897 84	58,977 46
School district	4,888 76	488 67	5 49	128 67	.....	.....	39,789 76	4,480 88	49,842 28
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	296 07	20 42	.....	42 46	.....	.....	4,091 94	2,874 02	6,788 91
Totals	\$81,796 92	\$8,498 00	\$61 73	\$964 88	.....	.....	\$196,458 18	\$21,618 88	\$254,946 64

TAXES LEVIED IN FERRY COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$1,397 54	\$180 07	\$4 13	.....	.....	\$1,898 04	\$725 35	\$4,085 14
State military	116 84	12 82	1 81	.....	.....	187 05	61 08	349 04
State highway, public	500 21	54 80	3 04	.....	.....	673 31	295 32	1,494 25
State highway, permanent	1,005 54	110 84	6 58	.....	.....	1,351 49	593 35	3,058 78
State school	2,180 55	239 28	3 17	.....	.....	2,390 73	1,154 80	6,514 50
State institutions higher education	1,051 90	115 38	25 17	.....	.....	1,172 39	577 82	2,740 15
County general (current expenses)	6,833 68	915 06	5 08	.....	.....	11,207 53	4,492 08	24,508 27
County road and bridge	1,967 73	138 01	11 39	.....	.....	2,116 52	834 83	4,951 57
County school	3,940 00	432 36	.....	.....	.....	5,250 59	2,059 84	11,709 05
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	33 85	3 06	11	.....	.....	44 88	17 09	99 64
County bonds, interest	973 28	62 91	1 73	.....	.....	770 52	304 03	1,712 52
County indebtedness, bond redemp.	1,256 95	125 74	3 73	.....	.....	1,602 50	656 09	3,064 99
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
County cemetery	33 85	3 06	11	.....	.....	44 88	17 09	99 64
Road district	3,592 75	388 85	10 65	.....	.....	5,005 61	1,819 33	10,825 35
School district	6,433 24	709 58	13 37	.....	.....	10,624 81	4,358 10	21,866 10
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....
Horticultural	573 28	62 91	1 73	.....	.....	770 52	304 03	1,712 52
City of Republic	2,077 89	18 54	1 05	.....	.....	167 05	1,972 62	3,986 15
Totals	\$34,722 48	\$3,601 10	\$67 36	.....	.....	\$46,001 02	\$19,672 27	\$104,094 13

TAXES LEVIED IN FRANKLIN COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephones property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$6,083 25	\$932 47	\$14 21	\$21 59	.....	.....	\$6,210 21	\$771 81	\$12,783 04
State military	542 70	83 40	1 27	1 98	.....	.....	553 57	69 04	1,229 21
State highway, public	2,470 19	265 83	5 79	8 80	.....	.....	2,800 06	314 23	5,094 89
State highway, permanent	4,940 42	531 64	11 55	17 59	.....	.....	5,000 12	623 43	11,159 53
State school	9,431 81	1,014 96	22 11	33 53	.....	.....	9,600 41	1,199 82	21,362 69
State institutions higher education	5,321 22	1,661 86	13 23	19 60	.....	.....	5,347 86	664 19	11,835 04
County general (current expenses)	24,702 25	2,668 23	97 90	87 96	.....	.....	25,301 02	3,162 36	55,949 72
County road and bridge	1,497 07	161 11	3 51	5 81	.....	.....	1,532 36	190 46	3,390 82
County school	5,614 18	604 14	13 16	20 00	.....	.....	5,759 24	714 17	12,715 89
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	11,023 10	1,103 46	23 17	.....	.....	.....	10,340 74	773 89	23,235 33
School district	14,658 43	1,955 06	42 06	155 93	.....	.....	23,161 72	3,843 04	49,316 83
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	4,166 77	681 83	.....	221 23	.....	.....	17,364 73	3,713 81	25,062 92
Totals	\$30,376 33	\$10,237 97	\$209 93	\$632 82	.....	.....	\$113,516 33	\$16,064 90	\$236,323 13

TAXES LEVIED IN GARFIELD COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$399 51	\$20 95	\$0 05	\$22 13	.....	.....	\$5,093 03	\$1,015 53	\$6,517 10
State military	33 39	1 39	00	2 00	.....	.....	1,059 54	91 68	\$6,538 36
State highway, public	151 52	8 53	26	9 07	.....	.....	2,024 63	419 09	2,670 29
State highway, permanent	300 47	17 02	53	17 93	.....	.....	7,134 03	825 11	6,236 14
State school	570 12	28 30	1 00	34 12	.....	.....	7,244 03	1,836 60	10,047 19
State institutions higher education	323 53	13 33	87	19 36	.....	.....	4,432 03	885 59	6,702 40
County general (current expenses)	\$16 82	\$1 96	1 00	54 35	.....	.....	12,514 03	2,517 64	16,106 97
County road and bridge	1,027 25	53 21	1 80	61 49	.....	.....	14,133 42	2,820 88	18,108 05
County school	706 23	40 01	1 22	42 23	.....	.....	9,716 73	1,989 37	12,445 84
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County shinking	169 50	9 60	30	10 14	.....	.....	2,332 01	495 45	2,827 00
Horticultural	51 36	2 91	09	8 07	.....	.....	708 67	141 05	905 15
Road district	603 00	35 33	1 07	32 16	.....	.....	11,061 62	1,685 40	13,439 53
School district	1,090 00	60 06	1 84	79 88	.....	.....	10,284 53	3,093 05	14,579 39
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	589 55	33 23	97	73 02	.....	.....	5,411 33	2,887 00	9,192 75
Totals	\$6,899 60	\$30 37	\$11 95	\$461 53	.....	.....	\$30,543 00	\$30,354 07	\$118,680 13

TAXES LEVIED IN GRANT COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$5,829 88	\$785 29	\$12 86	\$15 61	.....	.....	\$12,811 88	\$1,207 40	\$20,162 42
State military	581 50	71 69	1 17	1 42	.....	.....	1,122 41	110 08	1,888 17
State highway, public	2,875 14	819 98	5 24	6 86	.....	.....	5,015 75	491 90	8,214 82
State highway, permanent	4,741 97	688 74	10 46	12 70	.....	.....	10,013 94	982 09	16,869 90
State school	9,006 48	1,213 16	19 86	24 12	.....	.....	19,019 61	1,865 28	31,148 36
State institutions higher education	5,008 57	678 98	11 08	13 40	.....	.....	10,669 89	1,085 27	17,804 68
County general (current expenses)	13,162 92	1,773 04	29 06	35 25	.....	.....	27,797 08	2,726 11	45,823 88
County road and bridge	5,813 28	738 04	12 82	15 66	.....	.....	12,276 81	1,208 06	20,104 97
County school	7,515 74	1,013 37	16 97	20 12	.....	.....	15,871 55	1,556 55	25,992 90
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	16,702 29	2,264 49	27 59	43 15	.....	.....	35,224 47	2,380 51	56,692 59
School district	25,615 01	3,416 01	82 97	73 35	.....	.....	58,065 08	6,278 41	68,492 69
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	3,392 40	492 70	4 14	17 24	.....	.....	5,513 72	3,868 53	13,223 84
Totals	\$59,691 19	\$13,354 34	\$213 73	\$278 26	.....	.....	\$207,738 45	\$23,727 14	\$845,053 16

TAXES LEVIED IN ISLAND COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general							\$1,713 43	\$274 80	\$1,988 23
State military							187 06	25 19	186 25
State highway, public							699 06	112 21	811 86
State highway, permanent							1,813 63	210 63	1,924 81
State school							2,570 14	412 21	2,982 35
State institutions higher education							1,399 30	324 42	1,623 72
County general (current expenses)							11,422 84	1,382 04	13,254 88
County road and bridge							4,283 57	687 01	4,970 58
County school							7,139 29	1,145 01	8,284 30
County fair									
County soldiers' and sailors' relief							42 84	6 87	49 71
County bonds, interest									
County indebtedness									
County sinking									
Circulating library									
Road district							42 84	6 87	49 71
School district							13,043 64	2,082 60	15,026 33
Ever improvement district							19,151 91	3,453 78	22,615 69
Drainage district									
Dike district									
Irrigation district									
Horticultural							428 26	68 70	497 06
City, Coupeville							562 58	238 17	800 75
Totals							\$63,989 08	\$10,740 65	\$74,729 63

TAXES LEVIED IN JEFFERSON COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$420 08	\$84 11	\$4 21	\$41 91	.....	\$0 24	\$7,555 09	\$734 65	\$8,860 84
State military	57 95	7 60	38	8 79	.....	02	683 71	66 39	703 55
State highway, public	171 12	34 27	1 71	17 07	.....	10	3,082 32	290 80	3,605 99
State highway, permanent	342 23	68 53	3 43	34 15	.....	20	6,164 63	595 00	7,211 79
State school	603 88	130 84	6 54	66 19	.....	88	11,768 85	1,142 78	13,767 96
State institutions higher education	390 91	72 27	3 61	36 01	.....	21	6,500 89	631 25	7,606 15
County general (higher education)	1,828 54	266 08	13 30	132 55	.....	77	23,929 99	2,823 65	27,994 83
County general (current expenses)	547 09	109 65	5 43	54 63	.....	32	9,863 42	957 76	11,538 85
County road and bridge	855 62	171 33	8 56	85 36	.....	49	15,411 59	1,496 00	18,029 45
County school	31 11	6 23	31	3 10	.....	02	560 42	54 42	653 61
Horticultural	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	348 47	69 78	3 49	34 77	.....	20	6,270 72	609 48	7,342 91
County bonds, interest	1,446 77	289 71	14 48	144 35	.....	84	26,059 60	2,630 44	30,456 19
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	895 95	177 42	8 80	43 88	.....	.....	18,596 94	1,113 51	20,331 75
School district	1,695 75	337 55	14 48	238 09	.....	1 80	27,042 43	4,040 15	32,360 85
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	298 83	53 82	2 92	231 65	.....	3 06	19,203 15	3,391 10	23,634 53
Totals	\$9,354 23	\$1,879 14	\$97 70	\$1,232 05	.....	\$3 65	\$132,710 35	\$20,490 23	\$215,705 45

TAXES LEVIED IN KING COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$18,000 19	\$2,774 49	\$68 69	\$2,827 97	\$8,600 00	.....	\$228,498 10	\$32,764 29	\$208,652 73
State military	1,609 08	1,246 80	6 11	2,251 56	3,773 00	.....	20,319 35	2,914 48	98,171 98
State highway, public	7,823 19	1,122 60	27 79	1,144 24	3,516 10	.....	82,425 20	13,256 89	118,516 01
State highway, permanent	14,646 37	2,246 20	55 38	2,288 47	7,032 19	.....	184,860 43	25,518 73	237,682 02
State school	23,040 09	4,236 37	106 41	4,381 22	13,463 94	.....	353,861 27	50,769 94	454,940 24
State institutions higher education	19,397 16	2,360 29	58 43	2,406 78	7,892 07	.....	134,326 04	27,872 90	249,513 27
County general (current expenses)	42,397 39	6,499 27	160 92	6,624 32	20,356 34	.....	535,068 80	76,750 42	687,582 16
County road and bridge	24,608 33	3,771 64	98 37	3,844 24	11,812 95	.....	310,516 27	44,688 50	399,180 10
County school	35,620 23	5,460 36	135 18	5,565 60	17,102 41	.....	449,559 48	64,481 98	577,925 24
County fair	1,541 72	236 84	5 85	240 89	740 23	.....	19,457 94	2,790 92	25,013 89
County soldiers' and sailors' relief	17,761 94	2,752 80	67 41	2,775 27	8,528 07	.....	224,171 68	32,153 77	285,180 94
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County horticultural	206 78	32 00	79	32 62	100 24	.....	2,684 93	377 94	3,387 80
Road district	61,516 82	9,660 86	89 52	658 61	827 05	.....	182,040 92	15,606 18	220,400 16
School district	85,408 10	13,258 16	319 70	12,792 44	38,760 34	.....	1,085,650 01	151,839 61	1,361,023 86
River improvement district	2,168 06	832 85	8 23	338 74	1,040 95	.....	27,362 73	3,924 74	35,175 79
Drainage district	133 53	.....	.....	.....	.....	.....	9,304 47	.....	9,438 00
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Towns	9,691 44	1,304 23	7 78	271 64	443 48	.....	27,006 27	7,170 98	46,495 82
City of Seattle	47,058 38	7,138 35	649 57	36,351 19	113,172 80	.....	2,637,418 37	389,568 00	3,231,381 75
Port of Seattle	17,023 20	2,809 55	64 60	2,659 85	8,173 88	.....	214,848 08	30,816 45	276,106 11
Commercial waterway	1,601 63	.....	.....	.....	20 57	.....	47,701 13	.....	49,413 38
Totals	\$451,965 52	\$96,073 50	\$1,925 93	\$65,455 06	\$361,945 70	.....	\$61,770,006 97	\$974,136 77	\$85,592,008 50

TAXES LEVIED IN KITSAP COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general			\$2 70	\$44 60			\$7,239 46	\$921 22	\$8,207 98
State military			24	3 97			644 61	76 06	724 87
State highway, public			1 09	18 02			2,925 58	392 36	3,307 00
State highway, permanent			2 18	36 04			5,851 07	744 72	6,634 01
State school			4 14	69 01			11,107 12	1,413 11	12,568 88
State institutions higher education			2 30	37 88			6,148 59	762 57	6,971 33
County general (current expenses)			14 80	244 26			39,668 87	5,049 01	44,976 34
County road and bridge			2 78	45 72			7,437 80	946 76	8,433 06
County school			9 25	152 68			24,762 67	3,155 67	28,110 22
County fair									
County soldiers' and sailors' relief			28	4 48			743 78	94 77	843 31
County bonds, interest									
County indebtedness									
County sinking									
Road district			12 95	116 55			30,853 26	3,284 69	34,297 65
School district			17 30	478 75			64,307 95	7,652 04	72,456 04
River improvement district									
Drainage district									
Dike district									
Irrigation district									
Horticultural			22	3 57			585 02	75 53	674 64
City									
Port Orchard				62 60			2,121 30	451 80	2,635 70
Charleston				23 32			1,190 62	255 60	2,255 94
Bremerton				107 14			8,708 52	1,388 99	10,207 69
Poulsbo				5 10			368 06	166 95	570 13
Totals			\$70 23	\$1,453 64			\$215,621 05	\$36,827 87	\$248,572 29

TAXES LEVIED IN KITTITAS COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$7,686 51	\$1,224 80	\$24 99	\$55 17	.....	\$1 76	\$13,444 17	\$2,597 61	\$24,984 51
State military	661 58	106 11	2 17	4 78	.....	15	1,165 16	225 12	2,165 82
State highway, public	3,003 70	481 56	9 83	21 70	.....	69	5,283 04	1,021 72	9,827 24
State highway, permanent	6,068 30	971 28	19 82	43 77	.....	1 40	10,665 71	2,000 76	19,821 04
State school	11,506 68	1,844 61	37 65	83 13	.....	2 65	20,255 88	3,913 72	37,643 82
State institutions higher education	6,333 22	1,015 35	20 72	45 75	.....	1 46	11,149 70	2,154 29	20,720 49
County general (current expenses)	13,745 72	2,203 74	44 97	99 31	.....	3 17	24,199 51	4,675 09	44,972 11
County road and bridge	5,091 01	816 20	16 66	36 78	.....	1 18	8,962 78	1,731 73	16,656 84
County school	14,509 37	2,326 17	47 48	104 82	.....	3 35	25,543 93	4,935 44	47,470 56
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	152 73	24 48	50	1 10	.....	04	293 88	51 93	499 69
County bonds, interest	712 74	114 27	2 33	5 14	.....	17	1,254 80	242 43	2,331 88
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	13,503 29	2,904 54	53 86	134 80	.....	.....	29,065 20	4,190 91	54,892 82
School district	17,769 06	2,777 01	55 98	137 77	.....	8 58	43,391 80	9,168 69	75,298 41
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	3,935 08	741 34	10 89	171 28	.....	22 50	36,191 86	12,846 75	58,920 61
Totals	\$109,623 21	\$17,550 96	\$362 84	\$985 80	.....	\$48 10	\$230,836 91	\$49,316 82	\$409,164 14

TAXES LEVIED IN KLIKITAT COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$5,471 78	\$237 78	.....	\$14 61	.....	.....	\$10,270 16	\$909 74	\$16,904 07
State military	493 98	21 47	.....	1 32	.....	.....	927 17	73 09	1,517 03
State highway, public	2,241 91	97 42	.....	5 96	.....	.....	4,207 91	331 78	6,885 00
State highway, permanent	4,445 83	138 20	.....	11 87	.....	.....	8,944 50	687 90	13,683 30
State school	8,485 66	366 56	.....	22 52	.....	.....	15,833 16	1,249 35	25,906 27
State institutions higher education	4,787 81	208 06	.....	12 78	.....	.....	8,993 89	708 52	14,708 56
County general (current expenses)	15,199 40	660 52	.....	40 58	.....	.....	28,893 84	2,446 86	46,875 69
County road and bridge	11,399 55	495 38	.....	30 43	.....	.....	21,893 17	1,688 94	35,008 47
County school	9,689 62	421 07	.....	25 86	.....	.....	18,186 74	1,433 91	28,757 20
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	721 97	31 87	.....	1 98	.....	.....	1,355 09	100 84	2,217 20
County indebtedness	2,013 92	87 52	.....	5 38	.....	.....	3,779 99	238 02	6,134 83
County sinking	607 96	26 42	.....	1 62	.....	.....	1,141 13	89 97	1,867 12
Horticultural district No. 15	227 99	9 91	.....	61	.....	.....	427 92	33 74	770 17
Road district	24,421 96	1,060 11	.....	60 86	.....	.....	49,924 89	1,867 24	77,334 55
School district	12,331 39	549 64	.....	50 71	.....	.....	36,660 23	5,798 96	54,960 97
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	6,662 86	.....	6,662 86
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	66 35	6 95	.....	.....	.....	.....	5,624 16	1,713 59	7,411 02
Totals	\$102,557 09	\$4,473 40	.....	\$287 06	.....	.....	\$21,256 26	\$19,306 40	\$347,879 21

TAXES LEVIED IN LEWIS COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$2,887 13	\$715 81	\$17 98	\$99 50	\$120 09	.....	\$20,906 45	\$2,687 42	\$27,441 88
State military	275 98	68 42	1 72	6 86	11 48	.....	2,007 01	253 10	2,623 07
State highway, public	1,167 59	289 48	7 27	26 89	48 58	.....	8,491 23	1,066 60	11,097 62
State highway, permanent	2,835 18	578 08	14 54	58 79	97 13	.....	16,982 42	2,133 22	22,196 24
State school	4,088 85	1,100 08	27 63	102 19	184 54	.....	32,286 40	4,038 11	42,170 95
State institutions higher education	2,488 79	1,615 81	15 48	57 21	108 81	.....	18,068 11	2,268 97	23,607 68
County general (current expenses)	6,878 17	1,705 32	42 83	158 43	288 08	.....	50,020 96	6,283 80	65,875 08
County road and bridge	8,491 57	2,105 82	52 88	195 59	353 19	.....	61,754 21	7,737 90	80,709 98
County school	10,468 85	2,594 82	65 18	241 08	435 32	.....	76,112 09	9,589 70	99,475 02
Horticultural	148 60	86 84	32	3 42	6 18	.....	1,080 71	185 75	1,412 42
County soldiers and sailors relief	21 22	5 25	13	49	88	.....	1,164 89	19 40	201 77
County bonds, interest	1,862 17	384 75	9 91	36 67	68 22	.....	11,578 96	1,454 41	15,138 12
County indebtedness	1,273 74	315 80	7 93	29 34	52 96	.....	9,263 20	1,163 50	12,106 49
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	15,523 00	8,740 65	92 70	206 17	872 78	.....	111,884 67	8,912 84	140,792 81
School district	15,714 65	8,941 60	97 06	496 89	924 47	.....	115,914 60	19,977 75	157,086 51
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district No. 1 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	6,088 48	1,748 86	46 11	346 27	740 96	.....	1,819 98	.....	1,819 96
Totals	\$79,788 97	\$19,867 83	\$500 24	\$2,066 77	\$5,804 17	.....	\$690,854 69	\$84,140 22	\$781,047 89

TAXES LEVIED IN LINCOLN COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$5,612 80	\$795 73	\$18 71				\$21,892 75	\$3,374 61	\$31,084 90
State military	510 25	72 34	1 70				1,940 25	336 78	2,851 32
State highway, public	2,296 15	325 53	7 65				8,966 13	1,390 52	12,966 98
State highway, permanent	4,549 77	645 02	15 17				17,746 40	2,735 43	25,691 84
State school	8,674 34	1,229 76	28 91				33,884 26	5,215 30	49,982 57
State institutions higher education	4,782 38	675 16	15 88				18,575 67	2,833 30	29,892 39
County general (current expenses)	10,205 10	1,446 79	34 02				39,806 01	6,135 64	57,692 55
County road and bridge	8,589 29	1,217 70	28 64				33,502 55	5,164 16	48,502 34
County school	10,205 10	1,446 78	34 02				39,806 01	6,135 64	57,692 55
County fair									
County soldiers' and sailors' relief	42 52	6 03	14				165 85	25 57	240 11
County bonds, redemption	1,148 07	162 76	3 83				4,478 06	690 28	6,483 00
County indebtedness, interest	807 90	114 54	2 69				3,151 22	486 76	4,592 10
County sinking									
Road district	12,340 54	1,756 03	44 74				48,967 38	5,198 81	68,302 50
School district	23,184 64	3,084 35	83 66				78,700 94	18,915 96	123,909 52
River improvement district									
Drainage district									
Dike district									
Irrigation district									
City	2,470 65	410 54					17,060 23	10,729 86	30,661 31
Totals	\$95,390 50	\$13,389 05	\$310 76				\$938,621 74	\$60,352 63	\$547,082 68

TAXES LEVIED IN MASON COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephones property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$207 82	\$41 68	.....	\$6 83	.....	.....	\$0,880 93	\$448 70	\$7,545 64
State military	27 71	8 22	.....	8 87	.....	.....	900 46	59 83	1,008 00
State highway, public	83 08	24 64	.....	2 61	.....	.....	2,728 44	179 29	3,015 01
State highway, permanent	166 16	49 30	.....	5 22	.....	.....	5,433 47	358 74	6,032 89
State school	313 66	94 54	.....	10 01	.....	.....	10,458 77	688 01	11,569 99
State institutions higher education	145 67	43 21	.....	4 87	.....	.....	4,780 87	314 50	5,298 82
County general (current expenses)	432 96	123 45	.....	13 60	.....	.....	14,210 23	984 80	15,720 09
County road and bridge	682 74	205 62	.....	21 76	.....	.....	22,736 45	1,495 67	25,152 14
County school	349 83	103 79	.....	10 99	.....	.....	11,481 91	755 31	12,701 83
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	329 05	97 62	.....	10 35	.....	.....	10,799 81	710 44	11,947 27
Road district	1,446 68	429 80	.....	45 24	.....	.....	47,560 10	3,124 84	52,008 66
School district	557 28	165 55	.....	17 42	.....	.....	13,303 13	1,208 68	20,264 09
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	102 68	60 62	.....	39 71	.....	.....	3,484 42	1,793 62	5,476 95
Totals	\$4,380 25	\$1,462 92	.....	\$188 38	.....	.....	\$189,742 09	\$12,072 33	\$178,333 47

TAXES LEVIED IN OKANOGAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$949 15	\$400 07	\$10 74	.....	.....	.....	\$5,880 81	\$1,323 24	\$5,880 02
State military	84 86	35 78	96	.....	.....	.....	825 98	118 78	700 83
State highway, public	386 83	102 08	4 87	.....	.....	.....	2,800 68	589 88	3,453 34
State highway, permanent	771 07	325 26	8 78	.....	.....	.....	4,781 15	1,079 87	6,986 08
State school	1,453 89	621 24	16 67	.....	.....	.....	9,151 99	2,062 86	13,806 35
State institutions higher education	810 25	341 02	9 17	.....	.....	.....	5,090 21	1,188 86	7,330 01
County general (higher education)	5,787 51	2,439 44	65 47	.....	.....	.....	35,869 63	8,089 02	52,250 07
County general (current expenses)	1,157 89	487 69	13 10	.....	.....	.....	7,171 73	1,619 80	10,450 02
County road and bridge	3,538 34	1,096 30	43 05	.....	.....	.....	23,905 75	5,399 35	34,833 39
County school	.....	.....	.....	.....	.....	.....	.....	.....	.....
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	617 23	260 21	6 86	.....	.....	.....	3,884 82	863 90	5,573 84
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Horticultural	308 67	130 10	3 49	.....	.....	.....	1,912 46	481 95	2,736 07
Road district	3,876 47	1,889 71	38 59	.....	.....	.....	20,868 36	4,080 07	30,232 73
School district	5,961 83	3,131 16	104 04	.....	.....	.....	50,260 32	12,132 92	71,880 27
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	194 13	21 56	15 86	.....	.....	.....	8,268 23	3,777 88	12,292 20
Totals	\$20,207 50	\$11,371 86	\$641 82	.....	.....	.....	\$179,886 00	\$42,023 63	\$250,380 41

TAXES LEVIED IN PACIFIC COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$738 96	\$148 72	\$2 30	\$18 08	\$24 88	.....	\$15,198 39	\$1,896 36	\$17,997 71
State military	66 51	13 33	21	1 62	2 22	.....	1,367 85	167 98	1,535 77
State highway, public	295 59	59 48	92	7 21	9 96	.....	6,079 36	746 55	7,199 09
State highway, permanent	635 82	127 90	1 96	15 50	21 44	.....	13,070 51	1,605 08	15,478 03
State school	1,477 06	297 43	4 60	36 05	49 86	.....	30,933 73	3,792 73	35,995 41
State institutions higher education	1,665 08	133 86	2 07	16 22	22 44	.....	13,673 56	1,679 73	16,197 94
County general (current expenses)	1,847 45	371 79	5 76	45 07	59 32	.....	27,938 57	4,685 01	44,494 36
County road and bridge	1,662 71	334 61	5 13	40 56	55 09	.....	34,136 83	4,199 32	40,494 55
County school	1,567 12	276 13	4 26	33 35	46 12	.....	23,117 02	3,432 73	33,236 75
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	691 19	118 97	1 84	14 43	19 94	.....	12,138 71	1,493 06	14,398 16
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	6,236 74	1,291 14	20 86	33 99	72 13	.....	111,899 94	7,045 67	136,069 97
School district	4,897 51	894 80	11 61	137 80	183 45	.....	75,935 77	12,495 35	94,515 09
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district No. 1 .....	.....	.....	.....	.....	.....	.....	4,000 00	.....	4,000 00
Dike district No. 1 .....	.....	.....	.....	.....	.....	.....	1,954 00	.....	1,954 00
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	986 69	151 75	3 10	210 01	243 31	.....	34,399 11	13,695 66	50,169 63
Totals	\$21,323 85	\$4,248 45	\$64 13	\$909 34	\$314 23	.....	\$439,408 44	\$56,846 20	\$604,379 99

TAXES LEVIED IN PEND OREILLE COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$2,529 42	\$317 94	\$3 43	\$6 73	.....	.....	\$4,459 73	\$1,164 59	\$6,451 99
State military	328 25	28 44	1 31	2 76	.....	.....	1,303 23	104 17	1,764 01
State highway, public	1,023 86	129 24	1 40	2 76	.....	.....	1,801 06	473 75	2,453 13
State highway, permanent	2,667 90	235 07	2 79	5 51	.....	.....	3,003 97	647 50	6,476 34
State school	3,043 01	491 23	5 30	10 47	.....	.....	6,544 04	1,749 32	13,066 37
State institutions higher education	2,137 80	271 23	2 93	5 75	.....	.....	3,766 32	940 73	7,194 79
County general (current expenses)	12,886 20	1,560 04	16 74	33 03	.....	.....	21,604 21	5,679 82	41,320 67
County road and bridge	1,997 96	251 14	2 71	5 35	.....	.....	3,469 00	919 90	6,676 06
County school	4,499 41	664 31	6 09	12 03	.....	.....	7,662 25	2,067 01	15,001 10
Horticultural	245 75	30 80	33	66	.....	.....	430 88	113 15	821 16
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	995 96	125 57	1 36	2 06	.....	.....	1,749 50	459 96	3,338 05
Road district	7,453 93	943 92	9 13	9 46	.....	.....	12,134 04	2,900 17	23,975 75
School district	10,731 80	1,395 46	11 04	43 89	.....	.....	22,147 92	7,144 73	41,475 84
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	339 36	36 45	48	16 59	.....	.....	32,831 69	405 43	32,831 69
Totals	\$50,560 78	\$6,371 33	\$64 09	\$155 62	.....	.....	\$124,651 16	\$25,320 27	\$207,133 15

TAXES LEVIED IN PIERCE COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$6,278 69	\$1,522 42	\$28 45	\$1,097 51	\$2,160 68	\$8 30	\$84,759 25	\$17,026 10	\$12,661 15
State military	568 68	118 71	2 56	98 50	198 96	74	7,605 90	1,528 41	10,113 40
State highway, public	2,551 47	587 89	11 56	445 92	578 01	3 87	24,435 15	6,913 92	45,782 19
State highway, permanent	5,115 07	1,077 84	23 18	968 95	1,790 30	6 76	69,084 68	13,870 69	91,781 87
State school	9,702 98	2,043 63	24 98	1,608 75	3,333 96	12 88	189,953 22	26,311 87	174,192 80
State institutions higher education	5,983 56	1,129 67	24 30	987 36	1,845 71	7 09	72,889 26	14,544 80	98,240 46
County general (current expenses)	16,686 11	3,377 53	72 66	2,802 40	5,513 15	31 30	215,423 63	43,486 59	287,742 87
County road and bridge	11,146 25	2,347 42	50 50	1,947 84	2,383 82	14 71	150,420 85	30,222 97	199,984 42
County school	16,011 87	3,872 43	72 54	2,786 86	5,510 01	21 17	216,101 45	43,419 85	287,807 68
County fair	278 78	98 72	1 25	48 72	96 94	37	8,782 55	785 99	5,092 33
County soldiers' and sailors' relief	721 20	151 80	3 21	136 04	245 13	86	8,783 87	1,465 70	12,940 81
County bonds, interest	1,508 01	316 86	6 81	362 68	517 22	1 99	26,235 06	4,075 75	26,809 08
County indebtedness	1,945 42	409 75	8 81	340 00	669 46	2 88	26,236 66	5,275 46	34,907 56
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road districts	10,642 67	2,541 98	45 22	1,890 69	3,692 89	14 07	145,636 96	23,890 08	190,966 87
School districts	24,259 85	5,009 82	109 91	4,239 76	8,848 14	82 06	827,412 20	65,784 79	485,236 76
River improvement district	1,587 86	296 51	6 29	248 55	477 69	1 84	18,799 97	8,708 49	24,992 90
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Offices	51,610 98	10,870 82	233 88	9,019 26	17,760 87	68 24	696,557 50	139,354 82	926,076 39
Metropolitan park	6,127 49	1,250 85	27 76	1,070 89	2,108 89	8 10	82,698 62	16,616 09	109,948 12
Horticultural	181 82	1 38 29	7 82	51 77	62 87	24	2,498 55	468 06	3,262 89
Totals	\$171,427 67	\$36,105 05	\$776 68	\$69,569 56	\$68,991 87	\$626 60	\$2,513,690 05	\$464,868 75	\$3,078,567 79

TAXES LEVIED IN SAN JUAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general		\$2 36	\$17 25			\$1,687 01	\$458 60	\$2,065 31
State military		20	1 50			141 88	38 01	181 59
State highway, public		96	6 90			654 80	175 48	838 13
State highway, permanent		18	1 27			130 04	32 14	183 63
State school		3 55	25 87			2,405 50	658 06	3,112 97
State institutions higher education		1 96	14 36			1,363 25	393 06	1,732 13
County general (current expenses)		10 40	75 90			7,302 81	1,990 27	9,219 38
County road and bridge		1 53	11 50			1,091 33	232 46	1,360 87
County school		7 83	57 50			5,458 63	1,462 33	6,984 39
County fair								
County soldiers' and sailors' relief								
County bonds interest								
County indebtedness								
County sinking								
Horticultural		55	4 08			551 97	108 36	658 91
Road district		19 62	148 17			7,877 15	1,697 72	9,581 49
School district		19 62	148 17			4,684 63	1,623 20	6,423 61
River improvement district								
Drainage district								
Dike district								
Irrigation district								
City			115 00			924 20	704 06	1,743 26
Totals		\$91 85	\$474 15			\$93,931 24	\$9,822 42	\$93,959 06

TAXES LEVIED IN SKAGIT COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$3,636 11	\$359 32	\$14 67	\$118 61	.....	.....	\$15,536 22	\$2,008 68	\$22,888 86
State military	1,822 54	47 19	1 28	10 88	.....	.....	1,868 80	289 75	1,997 94
State highway, public	1,497 48	219 10	5 96	48 18	.....	.....	6,299 40	1,206 00	9,276 12
State highway, permanent	2,994 98	488 20	11 92	96 87	.....	.....	12,598 80	2,412 01	18,552 88
State school	5,690 43	882 57	22 64	188 10	.....	.....	23,827 73	4,582 82	35,249 28
State institutions higher education	8,142 28	459 74	12 51	101 11	.....	.....	18,213 81	2,580 10	19,464 00
County general (current expenses)	16,071 62	2,351 46	63 98	517 14	.....	.....	67,607 85	12,943 88	99,555 91
County road and bridge	11,519 10	1,686 88	45 86	270 68	.....	.....	48,668 98	9,276 97	71,954 89
County school	11,519 08	1,686 87	45 86	270 66	.....	.....	48,468 98	9,276 97	71,954 87
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers and sailors relief	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	1,151 91	108 54	4 59	37 07	.....	.....	4,845 69	927 70	7,135 50
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	20,458 42	3,008 40	80 66	311 95	.....	.....	75,683 15	7,433 84	106,940 91
School district	19,078 40	2,982 48	79 14	940 01	.....	.....	90,549 75	24,562 98	118,172 36
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	188 04	.....	.....	.....	.....	.....	25,979 67	.....	26,162 71
Dike district	409 54	.....	.....	.....	.....	.....	66,384 38	.....	66,743 92
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	3,416 56	447 32	14 26	695 16	.....	.....	83,469 45	16,123 11	98,162 56
Totals	\$101,141 42	\$14,845 02	\$408 28	\$5,770 40	.....	.....	\$687,243 06	\$94,508 81	\$747,006 99

TAXES LEVIED IN SKAMANIA COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$2,908 16	\$113 05		\$9 26			\$4,194 17	\$350 96	\$7,550 09
State military	192 88	7 53		62			278 94	23 40	508 37
State highway, public	964 88	87 69		8 08			1,894 73	116 90	2,516 87
State highway, permanent	1,928 77	75 86		6 17			2,789 46	233 97	5,083 73
State school	3,887 55	150 73		12 35			5,578 90	467 94	10,087 47
State institutions higher education	1,735 89	67 83		5 87			2,510 80	310 87	4,580 36
County general (current expenses)	6,750 71	263 78		21 61			7,283 07	818 90	17,618 07
County road and bridge	2,887 56	156 73		12 86			5,578 90	467 94	10,087 47
County school	2,888 16	113 06		9 26			4,184 17	350 96	7,560 00
County fair									
County soldiers' and sailors' relief									
County bonds, interest									
County indebtedness	192 88	7 53		62			278 94	23 40	508 37
County sinking									
Road district	15,480 19	602 09		38 61			20,738 90	1,871 76	38,681 42
School district	11,167 22	446 23		70 13			17,882 54	1,637 79	30,663 91
River improvement district									
Drainage district									
Dike district									
Irrigation district									
City									
Totals	\$61,864 34	\$2,065 57		\$189 06			\$74,618 12	\$6,574 56	\$135,277 24

TAXES LEVIED IN SNOHOMISH COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$9,005 17	\$1,353 05	\$22 52	\$217 75	\$1,080 97	.....	\$82,257 40	\$6,515 03	\$90,541 50
State military	580 39	122 11	2 06	19 95	94 44	.....	2,954 88	605 95	4,029 79
State highway, public	3,697 55	539 32	9 11	88 10	417 11	.....	13,050 70	2,675 32	50,148 24
State highway, permanent	7,835 17	1,078 65	18 22	176 19	884 22	.....	36,101 41	5,882 63	40,986 40
State school	13,978 35	2,065 54	34 72	385 76	1,559 74	.....	49,740 42	10,390 39	77,994 82
State institutions higher education	7,681 17	1,129 53	19 06	184 50	1,873 57	.....	27,832 61	5,005 11	42,835 87
County general (current expenses)	23,458 77	3,449 64	58 27	553 49	2,667 98	.....	88,475 26	17,118 24	130,701 60
County road and bridge	20,821 55	3,032 48	51 23	495 88	2,345 26	.....	78,879 43	15,047 92	114,973 15
County school	27,195 59	3,990 14	67 56	653 34	3,092 91	.....	95,773 20	19,845 02	151,665 66
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	553 39	51 41	1 83	13 29	62 95	.....	1,939 92	498 95	3,095 53
County bonds interest	1,957 58	284 56	4 81	46 54	230 36	.....	6,894 71	1,413 82	10,832 55
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	7,335 17	1,078 65	18 22	176 19	884 22	.....	36,101 41	5,882 63	40,986 40
Horticultural	97 59	30 32	.....	4 99	23 61	.....	739 72	151 40	1,187 45
Road district	60,844 70	8,989 35	151 52	871 15	894 13	.....	127,734 65	21,595 55	290,111 95
School district	52,007 82	7,389 78	151 17	1,782 76	8,793 22	.....	230,768 85	56,118 85	358,154 43
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	11,298 02	1,824 45	25 45	1,573 94	5,753 70	.....	147,880 94	36,368 13	200,596 25
Totals	\$947,513 31	\$93,268 41	\$956 84	\$5,673 20	\$32,513 35	.....	\$956,554 76	\$197,451 94	\$1,000,006 51

TAXES LEVIED IN SPOKANE COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$15,476 34	\$4,285 05	\$42 66	\$1,243 10	\$1,502 20	\$9 59	\$111,132 51	\$17,073 42	\$159,733 87
State military	1,384 06	1,583 22	3 81	111 17	184 24	58	9,940 47	1,536 80	15,484 73
State highway, public	6,291 20	1,741 69	17 34	505 32	610 65	3 80	45,139 55	6,940 01	61,394 56
State highway, permanent	12,523 40	3,433 73	34 69	1,010 85	1,221 30	7 80	90,267 80	13,560 02	122,558 54
State school	23,908 55	6,619 19	65 90	1,669 24	2,320 46	14 82	171,659 03	20,872 04	222,918 90
State institutions higher education	13,211 51	3,687 87	36 42	1,061 13	1,232 85	13 19	94,853 23	14,574 02	123,717 94
County general (current expenses)	40,822 88	11,232 27	112 73	3,224 61	3,309 21	25 23	293,354 09	40,101 96	363,743 12
County road and bridge	7,171 96	1,865 75	19 77	573 97	689 14	4 46	31,509 70	7,911 61	69,570 45
County school	33,730 81	9,356 64	92 96	2,703 54	3,273 05	20 50	242,156 95	37,136 45	323,567 23
County fair									
County soldiers' and sailors' relief	374 56	57 09	87	35 27	30 83	30	2,239 20	347 00	3,064 71
County bonds, interest	8,065 31	2,233 10	22 23	647 82	732 85	5 00	57,955 82	8,897 09	76,579 22
County indebtedness									
County sinking									
Horticultural	533 62	135 29	1 53	44 47	53 74	34	3,976 19	630 72	5,288 90
Road district, townships	43,894 30	4,727 94	107 89	349 77	426 84		71,355 83	4,331 01	130,205 53
School district	70,997 43	17,006 83	187 13	4,797 86	5,563 97	35 10	443,393 08	65,665 63	611,131 55
River improvement district									
Drainage district									
Dike district									
Irrigation district									
City	26,870 73	30,572 76	102 24	12,004 67	14,683 60	101 40	949,002 23	105,230 34	1,159,233 02
Totals	\$905,303 65	\$265,193 24	\$948 17	\$90,269 76	\$36,546 27	\$687 80	\$2,639,475 21	\$419,179 12	\$3,550,055 32

TAXES LEVIED IN STEVENS COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$1,882 14	\$908 92	.....	\$50 48	.....	.....	\$9,367 76	\$2,186 87	\$13,496 12
State military	766 54	18 47	.....	4 46	.....	.....	829 90	183 82	1,211 89
State highway, public	756 79	84 00	.....	20 28	.....	.....	3,766 60	879 29	5,506 96
State highway, permanent	1,510 02	108 28	.....	40 61	.....	.....	7,547 40	1,769 43	11,081 74
State school	2,987 97	826 22	.....	78 74	.....	.....	14,627 60	3,419 73	21,366 26
State institution higher education	1,568 17	170 84	.....	42 69	.....	.....	7,929 88	1,861 06	11,567 14
County general (current expenses)	8,180 13	907 90	.....	219 17	.....	.....	40,713 48	9,610 24	59,531 01
County road and bridge	1,224 57	135 98	.....	82 81	.....	.....	6,094 88	1,433 69	8,911 88
County school	6,123 86	679 64	.....	164 06	.....	.....	30,473 08	7,113 44	44,567 06
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sinking fund and interest	1,702 15	188 94	.....	46 61	.....	.....	8,471 81	1,976 96	12,387 44
Road district	7,125 40	790 72	.....	156 73	.....	.....	31,008 31	6,082 25	45,246 41
School district	11,728 47	1,808 46	.....	381 01	.....	.....	65,066 27	13,784 88	92,168 59
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Horticultural	244 91	27 18	.....	6 69	.....	.....	1,218 97	284 74	1,782 96
City	558 96	39 88	.....	75 54	.....	.....	9,027 76	4,294 60	13,791 24
Totals	\$45,650 07	\$6,054 97	.....	\$1,268 69	.....	.....	\$239,196 15	\$54,778 17	\$642,823 05

TAXES LEVIED IN THURSTON COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$3,206 65	\$681 59	\$18 02	\$152 36	\$0 76	\$11,496 59	\$2,156 52	\$17,823 50
State military	275 15	58 48	7 04	13 07	07	966 47	187 53	1,559 36
State highway	1,260 08	297 82	32 23	59 87	30	4,517 52	868 77	7,008 62
State highway, permanent	2,500 06	535 64	64 46	119 74	60	9,085 01	1,717 57	14,007 24
State school	4,968 98	1,092 54	187 88	237 62	1 19	17,992 50	3,407 10	27,786 79
State institutions higher education	2,653 78	664 07	67 88	193 08	1 83	9,514 41	1,808 71	14,780 49
County general (current expenses)	11,854 59	2,519 73	303 25	568 36	2 81	42,501 35	8,079 59	65,397 30
County road and bridge	2,700 07	2,573 90	68 07	125 23	64	9,680 25	1,840 25	13,067 76
County school	3,411 67	2,000 45	240 76	447 19	2 23	33,743 93	6,414 60	52,512 75
County fair								
County soldiers' and sailors' relief								
County bonds, interest	77 14	16 40	1 97	3 67	02	276 56	32 56	428 79
County indebtedness								
County sinking								
Road district	11,738 88	2,447 55	120 29	108 85		32,920 85	4,562 66	51,909 03
School district	50,969 98	4,861 13	545 14	804 57	5 49	66,196 56	13,488 73	106,519 60
River improvement district								
Drainage district	22 96					144 07		167 02
Dike district								
Irrigation district								
City	2,572 78	623 99	786 42	1,407 84	11 50	45,905 76	14,318 86	65,899 54
Totals	\$74,297 61	\$15,713 29	\$621 39	\$4,167 32	\$65 23	\$234,840 97	\$58,920 47	\$441,035 69

TAXES LEVIED IN WAHIAKUM COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$5 64			\$0 53			\$2,311 20	\$553 30	\$2,870 76
State military	2 77			15			308 14	73 70	382 76
State highway, public	2 27			27			924 46	231 30	1,148 39
State highway, permanent	4 14			41			1,604 87	405 70	2,106 21
State school	7 88			70			3,235 69	774 70	4,019 06
State institutions higher education	4 88			47			2,008 05	470 80	2,487 98
County general (current expenses)	28 08			236			11,556 10	2,767 31	14,353 76
County road and bridge	14 90			1 25			6,163 24	1,475 85	7,655 33
County school	16 86			1 40			6,393 65	1,660 84	8,012 25
County fair	77			15			308 14	73 70	382 76
County soldiers and sailors' relief									
County bonds, interest									
County indebtedness									
County sinking									
Road district	231 91						14,680 49	3,539 31	18,409 79
School district	568 43			13 06			7,059 25	2,450 72	10,134 92
River improvement district				46 49					
Drainage district									
Dike district									
Irrigation district									
City, Cathlamet	11 25			97			172 88	83 50	268 10
Totals	\$927 87			\$73 13			\$57,290 09	\$14,859 23	\$72,380 97

TAXES LEVIED IN WALLA WALLA COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$7,132 40	\$715 90	\$22 12	\$143 99	\$210 99	\$1 23	\$26,717 26	\$4,759 38	\$39,708 27
State military	666 66	67 12	2 07	13 50	19 75	06	2,504 74	446 19	3,722 14
State highway, public	2,897 54	220 83	8 99	58 50	85 72	50	10,553 89	1,983 50	16,159 47
State highway, permanent	5,658 63	570 43	17 63	114 74	168 14	93	21,520 82	3,792 63	31,638 55
State school	11,144 36	1,118 60	34 56	224 98	329 63	1 91	41,745 72	7,436 54	62,086 37
State institutions higher education	6,185 13	600 82	19 18	124 87	182 97	1 06	23,163 88	4,137 23	34,490 19
County general (current expenses)	8,358 23	838 95	25 92	168 74	247 55	1 43	\$1,809 99	5,577 40	46,827 26
County road and bridge	16,779 29	1,633 49	52 01	338 60	466 18	2 89	62,887 32	11,191 99	93,364 74
County school	12,587 43	1,258 42	38 88	238 10	370 89	2 15	46,863 94	8,366 10	69,790 91
County fair									
County soldiers' and sailors' relief	56 72	5 59	17	1 13	1 65	04	208 73	37 18	310 13
County bonds, interest									
County indebtedness									
County sinking									
Horticultural	1,788 10	178 98	5 83	36 00	52 75	31	6,679 33	1,139 86	9,925 85
Road district	334 38	33 56	1 04	6 75	9 99	06	1,232 37	223 10	1,861 10
School district	18,879 88	1,882 46	42 61	122 35	239 97		41,161 92	4,443 97	66,763 11
River improvement district	12,499 60	1,249 11	33 43	542 69	708 09	5 29	71,011 84	15,070 87	107,113 88
Drainage district									
Dike district									
Irrigation district									
City—									
Walla Walla	3,212 07	300 69	107 50	1,623 90	1,839 11	20 58	157,850 56	41,137 08	206,091 39
Prescott	330 29	19 15	44	37			984 34	885 78	2,159 37
Totals	\$108,400 66	\$10,330 15	\$412 08	\$3,774 21	\$4,563 04	\$33 86	\$546,530 45	\$110,508 49	\$755,557 48

TAXES LEVIED IN WHATCOM COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$3,908 66	\$641 07	\$10 27	\$312 30	\$959 92	\$1 25	\$24,775 44	\$4,243 10	\$34,941 91
State military	356 69	57 02	27 02	27 77	85 39	11	2,238 84	377 52	3,103 26
State highway, public	1,614 96	258 91	4 15	136 09	337 69	50	10,006 15	1,714 08	14,112 52
State highway, permanent	3,229 91	517 82	8 29	223 13	775 37	1 01	20,012 30	3,428 57	28,225 45
State school	6,175 84	990 10	15 86	432 19	1,432 52	1 94	33,265 08	6,554 91	53,988 50
State institutions higher education	3,308 23	544 49	8 72	265 17	815 31	1 07	21,043 13	3,604 74	29,673 91
County general (current expenses)	13,195 03	2,115 43	33 39	1,030 53	3,167 61	4 14	81,759 60	14,004 15	115,305 35
County road and bridge	11,473 92	1,539 50	22 47	896 34	2,754 44	3 60	71,091 65	12,173 19	100,268 61
County school	14,342 40	2,299 33	36 83	1,119 80	3,443 05	4 80	58,864 57	15,322 74	125,333 27
County fair	169 24	27 13	43	13 21	40 63	00	1,043 60	179 63	1,478 92
County soldiers' and sailors' relief									
County bonds, interest	1,032 65	166 95	2 65	80 63	247 90	32	6,383 25	1,036 04	9,024 00
County indebtedness									
County sinking	2,294 78	367 90	5 89	179 17	550 39	72	14,218 33	2,435 64	20,063 32
Road district	5,862 00	520 60	14 80	136 17	514 06		22,837 41	3,141 87	33,045 83
School district	17,253 27	3,162 31	45 86	1,634 43	4,220 26	6 85	117,892 93	23,478 14	167,169 73
River improvement district									
Drainage district							7,197 68		7,197 68
Dike district									
Irrigation district									
City	9,562 77	1,347 71	35 71	2,637 42	8,559 21	12 87	153,868 31	24,812 99	180,892 49
Township	26,637 08	2,070 55	27 61	237 67	267 75		43,880 55	7,984 80	75,055 99
Totals	\$114,069 40	\$16,925 41	\$231 35	\$9,509 16	\$23,302 75	\$63 94	\$705,325 13	\$124,407 11	\$908,839 24

TAXES LEVIED IN WHITMAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$15,619 78	\$1,883 99	\$37 87	\$105 28	.....	.....	.....	\$85,879 29	\$83,026 11
State military	1,331 83	123 97	8 87	9 88	.....	.....	.....	8,108 05	4,723 30
State highway, public	6,816 08	559 00	15 81	42 57	.....	.....	.....	14,508 30	21,441 86
State highway, permanent	12,831 92	1,119 17	30 63	86 15	.....	.....	.....	23,010 08	42,882 90
State school	24,213 07	2,145 43	58 72	163 22	.....	.....	.....	53,623 99	82,235 42
State institutions higher education	13,268 36	1,175 11	32 16	89 40	.....	.....	.....	30,466 48	45,026 51
County general (current expenses)	21,686 54	1,922 19	52 61	146 24	.....	.....	.....	49,835 52	73,662 10
County road and bridge	7,817 09	692 38	18 95	52 69	.....	.....	.....	17,956 18	35,187 49
County school	31,066 97	2,752 39	75 83	209 40	.....	.....	.....	71,859 79	105,462 88
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	176 53	15 06	43	1 19	.....	.....	.....	405 46	599 26
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	34,211 76	2,995 76	82 78	171 15	.....	.....	.....	70,526 30	107,987 75
School district	52,458 50	4,819 27	188 60	540 12	.....	.....	.....	122,805 53	180,792 02
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	12,491 72	1,323 02	34 23	475 72	.....	.....	.....	76,856 95	91,182 24
Totals	\$233,384 65	\$21,027 92	\$680 99	\$2,091 51	.....	.....	.....	\$678,434 77	\$885,519 84

* NOTE: Real and personal property combined on total furnished this office.

TAXES LEVIED IN YAKIMA COUNTY, AS SHOWN BY TAX ROLLS FOR 1912.

FUNDS	Taxes on railway track and right-of-way	Taxes on rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$4,451 46	\$699 61	\$13 49	\$140 49	\$192 18	\$0 45	\$83,233 80	\$4,193 00	\$92,949 48
State military	397 88	61 24	1 20	12 47	17 06	04	2,951 06	372 75	3,813 74
State highway, public	1,800 00	276 99	5 44	56 43	77 19	18	15,845 68	1,695 17	17,251 08
State highway, permanent	3,999 99	553 93	10 88	112 85	154 37	35	29,697 37	3,372 33	34,592 12
State school	6,995 15	1,092 74	30 86	216 50	296 14	68	51,215 92	6,499 44	66,186 46
State institutions higher education	3,789 66	553 16	11 45	113 90	162 60	37	25,108 94	3,550 01	36,319 89
County general (current expenses)	19,125 82	2,943 29	57 73	569 00	860 13	1 83	141,843 54	17,317 26	183,310 35
County road and bridge	9,395 76	1,444 46	23 36	294 36	402 51	92	69,611 73	8,793 15	96,922 15
County school	12,190 88	1,575 97	36 88	382 17	522 76	1 20	90,406 99	11,419 94	116,836 74
County fair	74 38	11 44	22	2 38	3 19	01	551 60	69 68	712 86
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Horticultural	576 45	88 70	1 79	13 07	24 72	03	4,274 89	539 99	5,324 67
Road district	19,994 89	3,083 90	.....	235 68	505 90	7 39	130,690 87	9,572 55	153,918 63
School district	28,063 56	4,682 33	86 06	691 84	1,178 54	2 79	174,630 37	26,372 19	236,427 68
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	737 26	.....	.....	.....	8 43	.....	22,943 66	.....	23,680 40
Pale district	6 28	.....	.....	.....	.....	.....	844 24	.....	850 52
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	9,100 94	1,402 53	242 90	1,881 29	1,582 63	.....	168,194 11	41,513 66	224,303 66
Totals	\$129,303 76	\$13,760 34	\$617 26	\$5,013 03	\$9,239 35	\$16 80	\$939,866 76	\$136,147 11	\$1,346,461 46

RECAPITULATION OF TABLES SHOWING THE AMOUNT OF TAXES LEVIED
FOR ALL PURPOSES, STATE, COUNTY AND MUNICIPAL, THE AMOUNT PAID
BY PUBLIC SERVICE CORPORATIONS AND THE AMOUNT BORNE BY OTHER
PROPERTY IN THE STATE OF WASHINGTON FOR THE YEAR 1912.

	<i>Amount Levied.</i>	<i>Percentage.</i>
Railway track and right-of-way.....	\$3,333,240 07	10.6818
Railway rolling stock, etc.....	533,256 12*	01.7089
Telegraph lines and property.....	11,071 20	00.0355
Telephone lines and property.....	201,028 28	00.6442
Street railways	456,373 51	01.4625
Express companies	719 44†	00.0024
All other real property.....	22,974,561 02	73.6250
All other personal property.....	3,694,570 86	11.8397
Aggregate totals.....	\$31,204,820 48	100.0000
	<i>Distributed.</i>	<i>Percentage.</i>
State general	\$1,243,776 83	3.99
State military	112,434 06	0.36
State highway, permanent.....	1,005,532 17	3.22
State highway, public.....	503,507 05	1.61
State school	1,930,778 79	6.19
State institutions of higher education.....	1,061,292 74	3.40
County general	3,347,946 96	10.73
County road and bridge.....	1,995,765 52	6.39
County school	2,758,712 06	8.84
County fair	8,866 68	0.02
County soldiers' and sailors' relief.....	52,993 63	0.17
County bonds, interest.....	492,074 52	1.58
County indebtedness	122,892 44	0.39
County sinking	108,685 22	0.35
Road district	2,743,535 83	8.79
School district	5,658,677 92	18.13
River improvement district.....	63,530 61	0.20
Drainage district	91,777 63	0.29
Dike district	127,358 45	0.41
Horticultural	34,805 16	0.11
Port district	300,996 39	1.25
Townships	201,261 57	0.65
City	7,107,215 07	22.78
All other funds.....	40,400 18	0.13
Aggregate totals.....	\$31,204,820 48	100.00

* Privilege tax paid direct to state by private car lines amounted to \$3,938.48 and is not included in amount shown in this statement.

† Privilege tax on express companies paid direct to state, \$53,573.79.

TABLE SHOWING THE AMOUNT OF TAXES LEVIED FOR ALL PURPOSES, STATE, COUNTY AND MUNICIPAL, THE AMOUNT PAID BY PUBLIC SERVICE CORPORATIONS AND THE AMOUNT BORNE BY OTHER PROPERTY IN THE STATE FOR THE YEAR 1913.

TAXES LEVIED IN ADAMS COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$22,703 69	\$2,732 94	\$57 01	\$73 63	.....	.....	\$33,551 45	\$4,997 94	\$39,146 66
State military	9,885 67	101 33	2 10	2 71	.....	.....	1,419 37	183 99	2,545 14
State highway, public	9,436 44	1,144 22	23 69	30 60	.....	.....	16,027 51	2,077 82	28,739 76
State highway, permanent	11,398 82	1,380 95	28 60	36 98	.....	.....	19,343 53	2,507 11	34,685 94
State school	14,376 54	1,748 23	36 10	46 64	.....	.....	24,418 15	3,164 72	43,785 88
State institutions higher education	8,046 13	975 63	20 21	26 09	.....	.....	13,666 06	1,771 26	24,506 40
County general (current expenses)	20,337 18	2,465 99	51 07	65 95	.....	.....	34,542 01	4,476 99	61,689 19
County road and bridge	7,395 34	896 71	18 57	23 98	.....	.....	13,500 75	1,697 99	22,523 34
County school	9,983 71	1,210 58	25 07	32 37	.....	.....	16,955 99	2,197 79	30,406 51
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	309 77	44 84	93	1 20	.....	.....	628 03	81 40	1,126 17
County bonds, interest	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	221 95	25 90	56	72	.....	.....	376 82	48 84	675 70
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	8,631 94	1,062 41	27 01	13 66	.....	.....	16,130 06	1,363 06	27,303 16
School district	32,319 87	4,101 10	89 75	137 03	.....	.....	54,401 51	8,985 16	100,054 72
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	3,558 24	511 53	10 21	119 60	.....	.....	11,673 02	6,925 34	22,797 99
Totals	\$149,600 20	\$18,438 41	\$300 88	\$636 11	.....	.....	\$269,760 53	\$40,408 90	\$470,235 03

TAXES LEVIED IN ASOTIN COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general				\$28 25			\$11,999 87	\$2,416 87	\$14,444 99
State military				1 06			445 71	89 77	\$1,586 53
State highway, public				11 70			4,971 87	1,001 28	5,984 35
State highway, permanent				14 04			5,995 66	1,201 58	7,181 23
State school				17 84			7,877 08	1,536 08	9,120 98
State institutions higher education				9 98			4,217 10	849 85	5,076 88
County general (current expenses)				36 32			15,498 41	3,107 40	18,872 13
County road and bridge				8 07			8,428 54	680 54	4,127 15
County school				36 32			15,428 41	3,107 40	18,872 13
County fair									
County soldiers' and sailors relief				40			171 48	84 58	206 56
County bonds, interest				2 02			867 13	172 03	1,061 76
County indebtedness									
County sinking									
Road district									
School district				10 52			24,271 84	3,791 82	28,073 66
River improvement district				68 28			25,745 43	4,509 77	27,523 45
Drainage district									
Dike district									
Irrigation district									
City				66 86					
Totals				\$311 60			\$125,888 91	\$25,704 84	\$151,585 36

TAXES LEVIED IN BENTON COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$15,989 42	\$1,493 55	\$23 72	\$42 29	.....	.....	\$26,499 82	\$1,900 15	\$45,978 95
State military	594 30	53 00	9 88	1 57	.....	.....	11,084 79	75 96	1,708 49
State highway, public	6,688 68	594 80	9 88	17 61	.....	.....	13,225 49	823 82	19,146 39
State highway, permanent	7,979 88	712 86	11 84	21 11	.....	.....	16,871 05	948 24	22,944 61
State school	10,179 99	909 51	15 10	35 86	.....	.....	9,278 19	1,267 07	29,270 25
State institutions higher education	5,588 26	500 16	8 30	14 81	.....	.....	32,558 46	686 80	18,066 52
County general (current expenses)	19,649 07	1,755 15	29 14	51 96	.....	.....	11,802 44	2,445 16	56,484 94
County road and bridge	7,121 34	636 24	10 56	18 84	.....	.....	17,337 33	886 37	30,476 79
County school	10,461 00	984 61	15 52	27 67	.....	.....	.....	1,302 04	30,078 22
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	21,561 47	1,789 08	28 35	22 39	.....	.....	29,483 61	1,150 84	58,985 84
School district	36,091 11	3,869 25	73 17	159 14	.....	.....	76,368 31	6,976 94	123,591 92
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kenewick	2,270 52	239 83	5 26	46 48	.....	.....	7,701 38	2,051 41	12,374 38
Prosser	597 83	110 72	2 30	47 13	.....	.....	6,127 08	2,100 92	8,984 08
Richland	.....	.....	.....	.....	.....	.....	1,159 30	180 00	1,319 30
Totals	\$144,845 87	\$13,663 22	\$234 02	\$407 98	.....	.....	\$298,259 11	\$22,562 22	\$450,452 37

TAXES LEVIED IN CHEHALIS COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$7,632 84	\$1,324 54	\$26 46	\$807 79	\$1,230 14	\$5 86	\$83,892 76	\$14,014 46	\$103,404 84
State military	259 86	50 75	62	11 68	46 71	22	3,134 58	532 22	4,116 64
State highway, public	3,188 40	559 30	6 88	128 54	518 86	2 45	35,080 44	5,854 17	45,233 08
State highway, permanent	3,964 73	676 73	8 33	155 82	622 85	2 97	42,461 14	7,095 95	54,883 52
State school	4,830 91	845 91	10 42	194 78	778 57	3 71	58,076 43	8,889 93	68,610 86
State institutions higher education	2,729 46	477 94	5 88	110 04	439 89	2 09	23,968 19	5,011 53	33,765 02
County general (current expenses)	11,332 64	1,937 90	24 49	457 72	1,829 64	8 71	124,729 61	20,844 33	161,235 04
County road and bridge	19,083 78	3,332 90	41 05	767 41	3,067 56	14 61	209,121 14	34,947 53	270,325 98
County school	5,531 39	968 57	11 93	223 02	891 46	4 24	60,772 51	10,156 08	78,559 20
County fair									
County soldiers' and sailors' relief	72 46	12 69	15	2 92	11 68	06	706 15	133 05	1,029 16
County bonds, interest									
County indebtedness									
County sinking									
Road district	18,007 51	2,963 18		152 18			164,148 39	12,743 39	198,004 63
School district	14,895 71	2,851 49	89	1,039 43	4,332 79	20 24	175,866 18	42,662 51	241,689 24
River improvement district									
Drainage district									
Dike district									
Irrigation district									
Port of Grays Harbor	4,830 91	846 91	10 42	194 78	778 57	3 71	58,076 43	8,889 93	68,610 86
City	6,413 05	1,368 43	94	1,113 73	5,062 83	26 91	119,108 84	43,513 57	176,986 31
Totals	\$102,713 06	\$18,266 24	\$138 46	\$4,849 84	\$19,598 54	\$96 77	\$1,155,217 79	\$215,238 05	\$1,510,115 95

TAXES LEVIED IN CHELAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general									\$52,410 18
State military									1,916 33
State highway, public									21,840 11
State highway, permanent									59,596 34
State school									33,501 23
State institutions higher education									16,250 79
County general (current expenses)									84,546 04
County road and bridge									60,835 96
County school									47,147 87
County fair									608 36
County soldiers' and sailors' relief									1,003 79
County bonds, interest									5,520 86
County sinking									43,698 05
Road district									168,455 72
School district .....									.....
River improvement district .....									.....
Drainage district .....									.....
Dike district .....									.....
Irrigation district .....									.....
City									68,917 08
Totals	\$22,346 83	\$10,923 00	\$280 95	\$2,658 46	.....	\$18 53	\$471,355 50	\$57,169 70	\$634,648 66

NOTE: County treasurer unable to segregate.

TAXES LEVIED IN CLALLAM COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general		\$195 89	\$10 99	\$20 40			\$28,747 85	\$1,105 20	\$30,060 33
State military		7 21	41	75			1,066 13	40 67	1,107 17
State highway, public		81 66	4 58	8 50			11,964 21	460 74	12,589 69
State highway, permanent		97 95	5 49	10 20			14,373 92	552 60	15,040 16
State school		124 03	6 98	12 91			18,202 23	690 78	19,045 90
State institutions higher education		68 70	3 85	7 15			10,061 98	387 61	10,549 24
County general (current expenses)		498 24	27 95	51 88			73,117 98	2,811 00	76,507 05
County road and bridge		324 06	18 18	33 74			47,556 42	1,828 29	49,760 69
County school		123 15	6 91	12 82			18,071 45	684 74	18,900 07
County fair									
County soldiers' and sailors' relief		4 05	23	42			524 47	22 85	622 02
County bonds, interest		121 82	6 82	12 65			17,833 66	635 41	18,660 26
County indebtedness		146 63	11 03	20 43			28,864 86	1,109 30	30,192 30
County sinking									
Road district		754 53		83 49			100,833 64	3,673 11	106,334 79
School district		717 38	63 63	104 39			42,181 81	3,782 19	46,849 40
River improvement district		20 26	1 13	2 11			2,972 23	114 27	3,110 06
Drainage district									
Dike district									
Irrigation district									
City		83 40	90 90	72 27			19,406 86	2,488 50	22,140 63
Totals		\$3,418 68	\$239 06	\$424 16			\$436,860 39	\$20,456 46	\$460,448 75

TAXES LEVIED IN CLARKE COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway tract and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$7,955 44	\$1,165 08	.....	\$273 67	\$298 76	.....	\$41,270 14	\$7,699 49	\$68,200 57
State military	345 50	55 48	.....	13 08	11 27	.....	1,965 25	380 98	2 771 46
State highway, public	2,986 73	471 59	.....	110 77	95 82	.....	16,704 57	3,237 89	23,557 37
State highway, permanent	3,627 72	582 54	.....	185 84	118 37	.....	20,685 08	8,999 74	29,100 29
State school	4,664 32	748 99	.....	175 98	152 19	.....	26,830 69	5,142 53	37 414 65
State institutions higher education	2,986 83	471 58	.....	110 77	95 82	.....	16,704 48	3,237 89	23,557 37
County general (current expenses)	9,673 59	1,552 49	.....	387 52	316 20	.....	55,019 76	10,690 08	77 569 64
County road and bridge	6,909 95	1,109 61	.....	200 64	225 47	.....	39,304 88	7,618 56	55 459 11
County school	8,687 44	1,387 01	.....	325 80	281 84	.....	49 131 11	9,523 20	69 286 40
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	3,109 47	499 23	.....	117 29	101 56	.....	17 687 20	3,428 35	24 943 10
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	13,428 82	2,295 10	.....	129 90	234 89	.....	56 879 92	5,954 10	78 891 73
School district	13,877 72	2,390 23	.....	576 10	196 88	.....	62 646 06	13,806 73	98 154 42
River improvement district	830 26	122 84	.....	55 33	56 37	.....	5,980 30	1,066 79	8,041 89
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vancouver	2,995 87	388 83	.....	645 97	419 41	.....	45 925 11	11 881 98	61 681 66
Quana	179 26	7 06	.....	13 14	.....	.....	2,137 41	2,308 50	4 463 37
Wainouga	348 00	14 49	.....	2 20	.....	.....	765 99	447 52	1 585 80
Ridgfield	882 86	114 44	.....	3 44	.....	.....	629 92	194 06	1 324 26
Yacolt	91 64	18 35	.....	.....	.....	.....	465 39	517 32	1 062 70
Totals	\$82,153 94	\$13,229 64	.....	\$9,117 94	\$2,852 89	.....	\$460,808 86	\$80,886 62	\$693,238 79

TAXES LEVIED IN COLUMBIA COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$5,373 90	\$950 16	\$18 08	\$71 78	.....	.....	\$17,684 41	\$3,075 27	\$26,527 64
State military	12 12	12 38	7 64	2 86	.....	.....	629 44	109 83	847 42
State highway, public	2,232 89	150 42	8 96	30 06	.....	.....	7,351 65	1,228 02	11,110 59
State highway, permanent	2,672 02	178 48	11 88	35 06	.....	.....	8,764 98	2,227 66	13,177 70
State school	3,645 25	236 72	11 88	47 31	.....	.....	11,616 09	2,025 86	17,484 13
State institutions higher education	1,861 23	173 61	6 20	24 70	.....	.....	6,066 54	1,068 37	9,129 65
County general (current expenses)	5,860 53	390 66	19 61	78 08	.....	.....	19,169 40	3,344 56	28,853 12
County road and bridge	6,985 70	466 45	23 41	98 22	.....	.....	22,888 84	3,963 86	34,451 48
County school	3,405 54	227 89	11 41	45 45	.....	.....	11,158 31	1,947 00	16,796 10
County fair	471 52	31 49	1 38	6 29	.....	.....	1,545 00	299 59	2,325 47
County soldiers' and sailors' relief	139 71	9 32	47	1 87	.....	.....	457 78	79 85	689 08
County bonds, interest	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	2,183 02	145 77	7 32	29 14	.....	.....	7,102 76	1,248 06	10,706 09
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	9,895 91	657 69	33 55	55 75	.....	.....	30,626 38	3,690 52	44,921 78
School district	8,945 38	633 94	29 56	202 92	.....	.....	23,802 97	7,048 46	45,659 38
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dayton	518 59	98 29	1 82	290 40	.....	.....	12,124 16	6,721 63	20,024 89
Starbuck	69 71	4 05	26	2 16	.....	.....	620 78	370 40	1,067 34
Totals	\$54,650 26	\$8,776 21	\$182 25	\$688 88	.....	.....	\$186,618 42	\$37,765 29	\$238,980 81

TAXES LEVIED IN COWLITZ COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$6,509 64	\$2,234 16	\$46 18	\$128 10	.....	.....	\$29,367 87	\$3,263 27	\$41,609 22
State military	219 47	74 64	1 54	4 28	.....	.....	961 11	109 02	1,390 06
State highway, public	2,692 23	915 56	18 92	52 50	.....	.....	12,034 94	1,837 24	17,051 89
State highway, permanent	2,969 50	1,020 05	21 08	58 49	.....	.....	13,408 49	1,489 91	18,997 82
State school	3,804 24	1,236 72	26 74	74 18	.....	.....	17,005 99	1,859 64	24,094 41
State institutions higher education	2,106 97	716 52	14 82	41 08	.....	.....	9,413 65	1,046 51	13,344 55
County general (current expenses)	8,676 60	2,950 68	60 98	169 18	.....	.....	38,786 82	4,309 86	54,963 51
County road and bridge	5,352 68	1,990 34	41 13	114 12	.....	.....	26,162 90	2,907 14	37,068 31
County school	5,362 68	1,990 34	41 13	114 12	.....	.....	26,162 90	2,907 14	37,068 31
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	43 90	14 94	31	36	.....	.....	196 23	21 73	278 01
County bonds, interest	687 70	233 87	4 83	13 40	.....	.....	3,074 14	341 55	4,355 49
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	15,089 80	5,173 42	106 10	304 10	.....	.....	63,884 95	5,365 45	89,159 82
School district	13,888 23	4,701 06	98 23	282 09	.....	.....	49,432 11	7,592 00	75,904 32
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	1,447 40	441 68	9 06	126 04	.....	.....	10,675 77	3,567 04	16,236 99
Totals	\$89,821 04	\$23,755 98	\$491 05	\$1,362 54	.....	.....	\$800,082 46	\$86,073 14	\$981,571 21

TAXES LEVIED IN DOUGLAS COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$4,173 72	\$456 51	\$7 06	944 09	.....	.....	\$24,209 15	\$2,532 40	\$31,423 35
State military	152 76	16 70	2 36	1 63	.....	.....	586 07	92 69	1,150 11
State highway, public	1,785 69	190 09	2 93	13 61	.....	.....	10,064 55	1,064 94	13,069 80
State highway, permanent	2,086 80	223 15	3 53	22 34	.....	.....	12,104 69	1,266 17	15,711 68
State school	2,643 33	239 01	4 47	28 30	.....	.....	15,333 48	1,603 96	19,902 75
State institutions higher education	1,464 17	160 08	2 47	15 09	.....	.....	8,492 73	883 33	11,023 51
County general (current expenses)	6,317 54	690 70	10 66	67 64	.....	.....	36,644 15	3,833 17	47,593 88
County road and bridge	302 64	87 75	1 35	8 59	.....	.....	4,653 62	437 00	6,042 95
County school	3,702 30	404 31	6 25	39 34	.....	.....	21,475 86	2,246 49	27,875 55
County institute	33 84	4 24	06	.....	.....	.....	225 27	23 56	228 39
County soldiers' and sailors' relief	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest }	181 24	19 51	30	1 94	.....	.....	1,061 27	109 97	1,364 53
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	5,747 61	683 45	12 27	35 40	.....	.....	21,589 43	1,749 47	30,013 61
School district	4,965 25	354 24	6 56	90 56	.....	.....	47,684 36	6,020 17	56,126 86
Road improvement district No. 2	.....	.....	.....	.....	.....	.....	624 24	.....	624 24
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	204 73	20 16	.....	12 96	.....	.....	4,216 58	2,683 90	7,088 28
Totals	\$84,213 02	\$8,735 48	\$67 23	\$968 49	.....	.....	\$309,1624 99	\$24,541 27	\$372,460 48

TAXES LEVIED IN FERRY COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$3,012 42	\$325 76	.....	\$6 84	.....	.....	\$4,217 78	\$1,634 34	\$9,197 04
State military	110 76	11 96	.....	25	.....	.....	155 07	60 11	338 17
State highway, public	1,254 92	135 71	.....	2 85	.....	.....	1,757 08	681 04	3,831 55
State highway, permanent	1,506 74	162 98	.....	3 42	.....	.....	2,109 03	817 70	4,000 42
State school	1,907 97	206 32	.....	4 33	.....	.....	2,471 41	1,085 46	5,825 49
State institutions higher education	1,055 33	114 13	.....	2 40	.....	.....	1,477 64	572 72	3,222 22
County general (current expenses)	5,224 46	554 98	.....	11 86	.....	.....	7,314 89	2,835 32	15,951 51
County road and bridge	2,194 26	237 29	.....	4 96	.....	.....	3,072 28	1,190 83	6,609 64
County school	3,923 56	424 29	.....	8 91	.....	.....	5,093 51	2,129 32	11,979 59
County cemetery	226 75	24 51	.....	51	.....	.....	317 47	123 06	692 30
County soldiers' and sailors' relief	96 12	2 82	.....	06	.....	.....	36 58	14 18	79 78
County bonds interest	245 55	95 56	.....	56	.....	.....	343 79	133 36	749 72
County indebtedness	638 98	67 79	.....	1 42	.....	.....	877 80	340 24	1,914 18
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	5,949 27	643 38	.....	.....	.....	.....	7,000 49	2,850 16	16,008 28
School district	5,964 35	647 50	.....	11 86	.....	.....	8,202 74	2,784 25	17,580 70
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fire district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irishman district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City, Republic	249 03	27 47	.....	35 58	.....	.....	4,132 01	1,877 83	5,821 42
Totals	\$33,448 42	\$6,023 42	.....	\$65 83	.....	.....	\$49,230 11	\$18,029 81	\$104,427 99

TAXES LEVIED IN FRANKLIN COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$14,163 59	\$1,522 94	\$33 28	\$48 19	.....	.....	\$14,638 54	\$2,343 92	\$32,980 46
State military	5,895 83	56 50	1 23	1 72	.....	.....	580 56	86 97	1,992 53
State highway, public	5,992 82	633 62	13 85	20 06	.....	.....	6,173 64	975 19	13,709 17
State highway, permanent	7,081 84	761 47	16 64	24 10	.....	.....	7,419 31	1,171 93	16,415 32
State school	8,869 96	933 06	21 94	30 43	.....	.....	9,583 47	1,432 22	20,856 93
State institutions higher education	4,867 29	533 02	11 60	16 87	.....	.....	5,198 62	850 37	11,532 72
County general (current expenses)	24,972 64	2,686 19	58 68	84 98	.....	.....	26,162 72	4,132 68	56,096 99
County road and bridge	1,668 65	178 34	3 80	5 64	.....	.....	1,737 69	274 49	3,558 71
County school	5,215 37	553 86	12 26	17 76	.....	.....	5,466 94	863 54	12,139 65
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County shikling .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	14,068 99	1,469 96	34 28	26 17	.....	.....	11,969 15	1,566 41	29,154 96
School district	20,173 85	2,580 96	55 82	137 63	.....	.....	88,682 25	5,519 73	67,100 34
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Connell	522 98	91 75	.....	1 56	.....	.....	529 00	\$14 90	1,460 17
Kahlotus	180 05	9 06	.....	.....	.....	.....	208 36	202 48	639 95
Pasco	3,533 44	572 00	.....	95 45	.....	.....	18,436 21	3,598 74	29,235 84
Totals	\$111,908 68	\$12,571 75	\$292 63	\$510 67	.....	.....	\$146,861 26	\$23,339 60	\$296,463 59

TAXES LEVIED IN GARFIELD COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$203 64	\$33 11	\$1 00	\$20 64	.....	.....	\$12,874 44	\$2,215 00	\$16,078 48
State military	82 99	1 02	06	75	.....	.....	464 91	79 98	580 61
State highway, public	380 63	22 13	67	8 60	.....	.....	5,364 35	922 32	6,699 35
State highway, permanent	456 82	26 56	80	10 82	.....	.....	6,437 21	1,107 50	8,069 21
State school	583 71	33 96	1 08	13 19	.....	.....	8,225 33	1,415 14	10,272 33
State institutions higher education	822 31	18 74	87	7 23	.....	.....	4,541 81	731 40	5,672 11
County general (current expenses)	1,105 84	69 60	2 09	27 01	.....	.....	16,842 58	2,937 93	21,084 46
County road and bridge	1,015 15	39 02	1 73	22 94	.....	.....	14,304 92	2,461 12	17,864 98
County school	700 45	40 72	1 23	15 83	.....	.....	9,370 40	1,686 17	12,386 80
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indebtedness, road and bridge .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	398 45	23 16	70	9 00	.....	.....	5,614 68	965 99	7,011 98
Road district	167 50	9 74	29	3 78	.....	.....	2,860 32	458 08	2,947 71
School district	2,049 80	119 10	3 64	33 55	.....	.....	30,911 75	4,259 91	37,376 75
River improvement district	1,259 12	73 20	2 19	35 36	.....	.....	13,697 01	3,204 97	18,171 86
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	680 26	38 89	1 11	32 12	.....	.....	6,549 03	2,555 39	9,886 83
Totals	\$20,135 23	\$659 23	\$17 76	\$240 37	.....	.....	\$137,968 75	\$24,971 53	\$178,912 85

TAXES LEVIED IN GRANT COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$14,338 66	\$1,362 95	\$31 65	\$48 50	.....	.....	\$30,507 60	\$2,739 65	\$50,049 01
State military	531 37	71 63	1 17	1 80	.....	.....	1,145 08	108 75	1,864 75
State highway, public	5,969 50	807 30	13 21	20 26	.....	.....	12,904 29	1,169 27	20,902 83
State highway, permanent	7,169 32	993 43	15 83	24 25	.....	.....	15,448 30	1,399 83	25,024 51
State school	9,108 32	1,239 82	20 30	31 10	.....	.....	19,310 82	1,795 07	32,060 25
State institutions higher education	5,059 43	1,691 65	11 16	17 10	.....	.....	10,805 96	987 30	17,649 64
County general (current expenses)	13,465 20	1,819 25	29 73	45 45	.....	.....	29,080 10	2,634 97	47,104 95
County road and bridge	3,373 80	554 51	7 46	11 51	.....	.....	7,270 02	663 74	11,776 24
County school	7,169 34	903 47	15 83	24 25	.....	.....	15,448 30	1,399 82	25,024 51
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road District	16,232 43	2,215 99	35 12	49 95	.....	.....	34,976 12	2,134 13	55,582 64
School District	34,196 34	4,654 09	73 32	145 07	.....	.....	69,063 71	7,863 79	115,969 92
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	3,137 33	376 82	7 05	42 37	.....	.....	5,508 45	3,813 29	12,895 57
Total	\$119,831 42	\$16,157 10	\$230 88	\$451 11	.....	.....	\$232,334 70	\$26,739 61	\$415,964 82

TAXES LEVIED IN ISLAND COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general							\$4,042 39	\$920 48	\$4,962 87
State military							146 81	22 88	169 19
State highway, public							1,661 27	253 84	1,915 11
State highway, permanent							2,081 20	2,381 44	2,381 44
State school							2,626 49	387 90	2,914 29
State institutions higher education							1,462 87	252 88	1,675 30
County general (current expenses)							11,549 70	1,772 80	13,322 50
County general (current expenses)							5,774 85	886 40	6,661 25
County road and bridge							7,218 56	1,108 00	8,326 56
County school									
County fair									
County soldiers' and sailors' relief							43 30	6 65	49 95
Circulating library							43 30	6 65	49 95
County indebtedness									
County sinking									
Road district							13,609 22	2,023 51	15,632 73
School district							22,559 91	3,704 35	26,261 26
River improvement district									
Drainage district									
Dike district									
Irrigation district									
Horticultural							480 76	73 79	554 55
City—									
Coupeville							484 65	168 85	648 50
Langley							343 25	28 65	371 90
Abstract under rolls							71	91	1 62
Totals							\$73,964 74	\$11,398 23	\$85,547 97

TAXES LEVIED IN JEFFERSON COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$1,019 42	\$208 96	\$10 28	\$98 85	.....	\$0 87	\$18,917 80	\$1,840 78	\$22,091 16
State military	41 08	8 21	4 41	3 98	.....	02	761 38	74 09	889 12
State highway, public	459 08	85 25	4 30	41 82	.....	24	7,906 58	789 87	9,283 14
State highway, permanent	511 29	102 80	5 15	49 69	.....	28	9,487 98	923 24	11,079 77
State school	600 16	130 08	6 55	68 04	.....	86	12,004 90	1,174 00	14,089 09
State institutions higher education	362 95	72 62	3 66	35 19	.....	30	6,735 26	655 89	7,865 27
County general (higher education)	1,871 58	374 46	18 87	181 48	.....	1 04	34,780 49	3,379 51	40,557 43
County general (current expenses)	1,202 48	240 99	12 12	116 60	.....	67	22,314 20	2,171 82	26,057 98
County road and bridge	785 87	157 23	7 92	76 20	.....	43	14,568 31	1,419 05	17,080 01
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	840 86	68 20	3 44	33 05	.....	19	6,325 28	615 49	7,386 51
County indebtedness	1,395 53	277 21	13 97	134 35	.....	77	25,711 10	2,501 87	30,024 80
County sinking	315 61	63 15	3 18	30 60	.....	17	5,856 75	569 90	6,889 36
Road district	1,896 85	379 30	19 08	100 82	.....	.....	31,140 14	2,326 63	35,981 27
School district	1,788 50	310 28	16 75	242 28	.....	1 75	30,284 25	4,649 62	37,283 46
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	273 94	102 35	3 00	254 19	.....	2 88	19,280 50	8,789 77	28,656 63
Totals	\$12,871 05	\$2,575 19	\$128 63	\$1,461 08	.....	\$0 87	\$246,099 40	\$26,810 08	\$289,985 00

TAXES LEVIED IN KING COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$44,400 68	\$7,420 42	\$168 99	\$6,802 12	\$21,159 75		\$651,871 28	\$68,408 97	\$725,410 27
State military	1,634 06	272 54	6 21	249 53	777 16		20,686 43	3,003 67	25,642 89
State highway, public	15,470 75	3,060 06	70 16	2,853 97	8,784 09		235,266 79	34,694 65	301,161 67
State highway, permanent	22,135 83	3,661 95	84 08	3,854 82	10,627 80		279,562 90	41,542 99	320,919 87
State school	23,431 98	4,742 05	107 99	4,846 94	13,822 25		339,066 92	53,859 19	403,977 33
State institutions higher education	15,486 22	2,684 99	68 85	2,869 05	7,869 53		135,668 87	29,980 40	232,646 31
County general (current expenses)	62,913 77	8,826 11	200 99	8,000 70	25,168 17		668,210 20	99,314 34	892,859 28
County road and bridge	22,829 20	3,724 20	84 81	3,413 89	10,619 77		231,966 04	41,906 91	304,072 82
County school	35,908 49	6,989 04	136 39	5,490 01	17,078 08		463,487 65	67,390 59	586,490 25
County fair	1,229 80	205 11	4 67	188 02	694 89		15,581 06	2,307 99	20,061 54
County soldiers' and sailors' relief	County bonds, interest	2,896 79	53 90	2,169 95	6,749 08		179,512 28	25,681 86	231,874 00
County indebtedness									
County sinking									
Road district	89,995 63	14,942 76	130 83	954 76	788 81		136,904 64	22,627 65	325,236 08
School district	90,774 73	15,451 27	385 95	14,969 24	46,012 98		1,243,024 42	156,730 46	1,601,309 00
River improvement district	1,844 77	307 68	7 01	228 05	577 87		23,297 61	3,462 15	30,078 64
Drainage district	128 11						8,209 89		8,338 00
Commercial waterway district No. 2	124 67				4 45		2,456 96		2,625 00
Stuck river contract	9,223 55	1,588 36	35 03	1,410 19	4,366 72		116,458 99	17,310 10	150,387 90
Port of Seattle	23,624 80	3,940 29	59 73	3,611 97	11,236 95		236,337 21	44,337 42	336,197 38
City of Seattle	63,027 44	10,758 07	841 35	45,099 23	149,599 23		3,459,200 55	524,018 23	4,324,109 14
Other cities	10,165 82	1,871 24	9 37	292 21	189 23		59,905 42	9,277 60	51,600 92
Totals	\$646,075 70	\$21,707 94	\$2,456 31	\$106,533 08	\$334,305 86		\$6,600,499 23	\$1,321,515 17	\$10,978,068 29

TAXES LEVIED IN KITSAP COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$87 74		\$6 99	\$124 26		\$0 09		\$19,008 93	\$20,162 51
State military	1 40		35	4 62				742 88	749 11
State highway, public	15 74		2 89	51 84				8,842 56	8,413 05
State highway, permanent	13 87		3 45	63 13		08		9,999 66	10,084 14
State school	23 89		4 87	78 64		00		12,656 68	12,763 64
State institutions higher education	13 22		2 40	43 53		08		7,006 48	7,054 03
County general (current expenses)	86 23		15 77	284 06		20		45,686 55	46,072 36
County road and bridge	20 49		3 75	67 49		05		10,856 74	10,948 49
County school	53 92		9 86	177 54		13		28,570 37	28,811 82
County fair									
County soldiers' and sailors' relief	75		13	2 49				339 93	408 36
County bonds, interest									
County indebtedness									
County sinking									
Road district	44 00		15 01	145 38				40,051 96	40,255 35
School district	164 10		22 08	579 93		56		75,468 68	76,235 40
River improvement district									
Drainage district									
Dike district									
Irrigation district									
City—									
Fort Orchard									
Charlestown				82 51				2,613 08	2,695 54
Bremerton			2 30	43 17				2,303 16	2,351 33
Poulsbo	108 50			240 86		58		21,947 08	22,294 34
				7 96				667 71	665 66
Total	\$688 91		\$69 15	\$1,366 44		\$1 77		\$257,300 99	\$259,972 36

* NOTE: Real and personal property is combined on totals furnished this office.

TAXES LEVIED IN KITTITAS COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$17,714 04	\$2,553 00	\$59 21	\$138 74	.....	\$3 58	\$51,913 02	\$6,458 09	\$59,176 54
State military	648 08	104 08	2 17	5 09	.....	1 18	1,168 67	237 61	2,167 02
State highway, public	7,866 01	1,191 78	24 69	57 84	.....	1 49	13,304 83	2,705 14	24,670 78
State highway, permanent	8,881 97	1,433 36	29 69	69 56	.....	1 81	16,001 75	3,253 43	23,671 61
State school	11,227 21	1,811 88	37 38	87 96	.....	2 27	20,236 94	4,112 56	27,566 26
State institutions higher education	6,287 24	1,014 62	21 02	49 24	.....	1 27	11,327 08	2,308 08	21,003 50
County general (current expenses)	20,957 46	3,882 07	70 06	164 14	.....	4 24	37,756 98	7,676 76	70,011 68
County road and bridge	7,484 82	1,207 88	25 02	58 62	.....	1 51	13,484 62	2,741 71	25,004 18
County school	14,359 93	2,311 08	47 87	112 16	.....	2 91	25,800 58	5,245 78	47,841 31
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	99 80	16 10	33	78	.....	.....	179 79	36 56	333 38
County bonds, interest	9,979 74	1,610 51	33 36	78 16	.....	2 02	17,979 50	3,655 60	33,386 89
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	17,767 88	2,826 70	58 46	96 56	.....	.....	27,888 24	4,113 83	52,700 67
School district	17,845 69	2,996 44	61 80	116 15	.....	7 37	43,860 94	11,756 00	81,073 89
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	3,224 64	627 09	8 40	392 30	.....	21 82	37,583 07	12,686 32	54,468 64
Totals	\$145,825 11	\$23,322 79	\$479 10	\$1,336 26	.....	\$60 44	\$592,986 59	\$67,013 06	\$558,983 35

TAXES LEVIED IN KLIKITAT COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$13,142 79	\$676 86	.....	\$66 91	.....	.....	\$24,889 79	\$3,354 26	\$42,000 70
State military	.....	20 76	.....	2 06	.....	.....	869 07	166 71	1,511 69
State highway, public	5,473 36	240 23	.....	23 70	.....	.....	9,940 63	1,503 88	17,491 29
State highway, permanent	6,698 29	269 16	.....	28 53	.....	.....	11,965 58	2,182 78	21,054 34
State school	8,311 88	364 79	.....	36 99	.....	.....	15,066 08	2,783 66	26,560 86
State institutions higher education	4,594 91	201 67	.....	19 90	.....	.....	8,345 22	1,622 35	14,664 06
County general (current expenses)	10,135 84	444 94	.....	48 91	.....	.....	18,408 99	3,368 02	32,391 30
County road and bridge	7,601 87	338 65	.....	32 92	.....	.....	13,806 43	2,518 59	24,238 46
County school	9,189 82	408 35	.....	39 79	.....	.....	16,060 44	3,044 70	29,368 10
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	641 94	28 18	.....	2 78	.....	.....	1,166 88	212 67	2,061 45
County indebtedness	1,862 02	88 04	.....	8 19	.....	.....	3,486 87	696 86	6,046 37
County sinking	1,182 51	51 90	.....	5 12	.....	.....	2,147 67	391 78	3,778 98
Road district	20,126 29	868 59	.....	108 86	.....	.....	39,963 85	2,302 75	63,297 83
School district	16,677 92	737 69	.....	98 30	.....	.....	38,817 16	4,491 51	60,517 58
River improvement district	.....	.....	.....	.....	.....	.....	6,909 63	.....	6,909 63
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Goldendale	100 64	10 54	.....	16 15	.....	.....	5,999 28	1,814 68	7,911 29
White Salmon	.....	.....	.....	68 15	.....	.....	1,882 80	719 12	2,605 07
Totals	\$106,132 57	\$4,688 34	.....	\$681 24	.....	.....	\$220,302 82	\$31,168 91	\$382,768 88

TAXES LEVIED IN LEWIS COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$6,888 43	\$1,682 01	\$163 20	\$79 00	\$623 78	.....	\$60,557 46	\$6,942 35	\$66,686 23
State military	272 20	66 46	6 45	8 12	12 79	.....	1,997 81	274 33	2,663 16
State highway, public	2,889 39	705 53	68 45	33 14	135 81	.....	21,206 56	2,912 00	27,960 88
State highway, permanent	3,454 64	843 55	81 85	39 62	162 87	.....	25,335 30	3,481 68	33,419 01
State school	4,376 05	1,093 54	108 67	59 18	205 68	.....	32,117 98	4,410 30	42,832 88
State institutions higher education	2,449 80	598 19	59 04	28 09	115 15	.....	17,980 22	2,468 97	23,668 46
County general (current expenses)	7,432 88	1,814 88	176 09	85 24	349 89	.....	54,538 09	7,491 00	71,902 54
County road and bridge	8,875 10	2,045 01	198 42	96 05	398 84	.....	61,468 84	8,440 65	81,017 71
County school	10,468 74	2,556 24	243 02	120 05	493 05	.....	76,885 12	10,550 60	101,270 92
Road and bridge indebtedness	2,617 19	689 06	62 00	30 01	123 01	.....	19,308 79	2,687 67	25,317 73
County soldiers' and sailors' relief	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest }	1,654 06	408 88	39 19	18 97	77 74	.....	12,189 92	1,667 00	16,000 76
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	15,722 04	3,646 51	290 68	138 89	602 80	.....	118,879 89	11,155 50	150,160 76
School district	19,261 36	4,672 56	608 06	259 40	1,007 80	.....	138,979 78	23,589 57	188,268 62
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	6,419 06	1,871 71	388 16	186 31	950 94	.....	49,582 59	15,128 96	74,478 78
Totals	\$62,369 89	\$23,614 13	\$2,897 22	\$1,165 08	\$4,712 88	.....	\$675,868 88	\$101,145 67	\$800,077 89

TAXES LEVIED IN LINCOLN COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$13,004 50	\$1,921 21	\$45 67	\$106 86	.....	.....	\$53,713 66	\$6,308 47	\$77,850 48
State military	507 00	71 60	1 70	6 22	.....	.....	2,001 76	312 90	2,901 26
State highway, public	5,661 54	798 51	19 00	69 45	.....	.....	22,352 90	3,465 00	32,397 40
State highway, permanent	6,802 30	980 60	22 88	88 44	.....	.....	26,856 84	4,159 23	38,925 24
State school	8,876 80	1,211 20	28 79	105 21	.....	.....	33,882 98	5,294 69	49,079 68
State institutions higher education	4,774 23	1,674 22	16 06	58 56	.....	.....	18,849 33	2,947 27	27,389 19
County general (current expenses)	12,269 49	1,732 67	41 20	150 57	.....	.....	48,442 30	7,874 27	70,210 50
County road and bridge	7,689 55	1,056 90	25 82	94 84	.....	.....	30,359 90	4,746 94	44,002 45
County school	10,237 94	1,432 84	34 54	126 22	.....	.....	40,613 88	6,351 08	58,371 40
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	54 98	7 75	18	67	.....	.....	316 96	33 91	514 30
County bonds interest	782 06	106 21	2 82	9 23	.....	.....	2,869 26	484 27	4,308 58
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	12,847 89	1,747 94	45 28	116 70	.....	.....	49,511 62	5,063 51	69,125 94
School district	23,886 14	3,401 71	81 09	371 43	.....	.....	80,945 88	14,964 56	123,186 36
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	2,331 96	396 07	.....	188 86	.....	.....	13,945 49	11,308 08	28,225 39
Totals	\$109,068 45	\$15,569 43	\$865 25	\$1,542 77	.....	.....	\$424,951 02	\$76,224 17	\$626,721 09

TAXES LEVIED IN MASON COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$500 39	\$200 67	.....	\$15 67	.....	.....	\$16,011 95	\$1,291 63	\$18,020 31
State military	18 34	7 95	.....	57	.....	.....	586 88	47 34	650 49
State highway, public	192 87	61 80	.....	4 79	.....	.....	4,891 62	394 60	5,506 18
State highway, permanent	305 65	122 57	.....	9 57	.....	.....	9,750 31	788 95	11,007 05
State school	316 97	127 11	.....	9 93	.....	.....	10,142 52	818 17	11,414 70
State institutions higher education	175 23	70 27	.....	5 49	.....	.....	5,607 00	452 30	6,310 29
County general (current expenses)	1,089 85	418 80	.....	82 55	.....	.....	33,255 04	2,682 84	37,429 58
County road and bridge	694 72	278 60	.....	21 73	.....	.....	22,230 19	1,798 25	25,018 52
County school	368 76	147 88	.....	11 55	.....	.....	11,799 78	951 86	13,279 88
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	5 52	2 21	.....	17	.....	.....	177 86	14 25	199 82
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking indebtedness, court house	34 74	13 93	.....	1 09	.....	.....	1,111 51	39 66	1,250 98
County sinking	347 86	139 80	.....	10 83	.....	.....	11,115 09	896 63	12,509 26
Road district	1,340 20	529 41	.....	26 35	.....	.....	40,340 75	2,695 02	44,981 63
School district	1,172 23	527 60	.....	56 32	.....	.....	34,168 80	4,257 96	40,182 86
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City, Shelton	134 77	76 04	.....	39 71	.....	.....	3,607 23	2,023 08	5,985 83
Totals	\$6,607 15	\$2,720 95	.....	\$246 30	.....	.....	\$804,829 03	\$19,202 55	\$233,605 95

TAXES LEVIED IN OKANOGAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$2,959 30	\$209 01	\$39 72	.....	.....	\$14,920 60	\$3,565 27	\$21,774 00
State military	68 98	6 27	1 33	.....	.....	.....	118 84	118 84
State highway, public	1,237 21	87 09	16 55	.....	.....	6,246 08	1,435 57	9,072 50
State highway, permanent	1,484 45	104 51	19 86	.....	.....	7,486 81	1,782 67	10,897 00
State school	1,880 56	132 27	25 15	.....	.....	9,494 08	2,225 07	13,780 20
State institutions higher education	1,039 25	73 16	13 90	.....	.....	5,246 72	1,247 57	7,623 90
County general (current expenses)	5,868 60	413 02	79 44	.....	.....	29,931 21	7,130 73	43,543 00
County road and bridge	1,979 53	139 24	26 48	.....	.....	9,898 74	2,576 91	14,516 00
County school	3,959 07	278 68	82 96	.....	.....	19,967 47	4,708 82	29,082 00
County fair	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers and sailors relief	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	2,177 49	153 27	29 13	.....	.....	10,998 11	2,614 60	15,907 60
Road district	7,566 48	546 71	71 41	.....	.....	29,040 40	6,717 04	43,942 04
School district	9,884 08	604 02	172 64	.....	.....	57,672 94	15,140 56	83,494 23
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....
City	243 06	21 29	48 90	.....	.....	11,132 02	3,772 64	15,217 93
Abstract under rolls	.....	.....	.....	.....	.....	.....	.....	.....
Totals	\$40,408 28	\$2,774 44	\$507 47	.....	.....	\$212,773 33	\$52,964 06	\$309,518 47

TAXES LEVIED IN PACIFIC COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$1,976 60	\$391 66	\$6 10	\$54 47	\$48 99	.....	\$39,004 21	\$5,514 42	\$47,646 45
State military	74 59	14 77	23	2 06	8 73	.....	1,494 30	208 09	1,707 96
State highway, public	820 47	162 57	2 33	22 61	41 03	.....	16,439 48	2,239 00	19,777 74
State highway, permanent	977 11	138 61	3 01	26 98	49 33	.....	19,577 98	2,726 00	23,553 82
State school	1,253 08	243 30	3 96	34 53	62 75	.....	25,107 59	3,465 94	30,206 06
State institutions higher education	678 75	134 49	2 09	13 70	33 99	.....	13,599 94	1,863 63	16,361 59
County general (current expenses)	2,610 59	517 29	8 05	71 94	130 74	.....	52,307 45	7,233 20	62,229 28
County road and bridge	5,907 39	1,170 55	18 23	162 80	295 83	.....	113,394 29	16,430 55	142,329 98
County school	1,514 14	300 03	4 67	41 73	75 84	.....	30,338 33	4,234 27	36,469 01
County fair	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	566 71	115 74	1 84	16 44	29 33	.....	11,353 98	1,664 73	14,333 32
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	6,532 00	1,315 36	20 40	55 83	103 40	.....	109,371 33	8,364 16	126,317 73
School district	5,363 87	1,023 01	13 96	162 41	462 07	.....	97,959 86	19,381 39	124,845 37
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district No. 1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district No. 1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	1,177 05	224 29	3 67	296 50	413 47	.....	4,000 00	.....	4,000 00
	.....	.....	.....	.....	.....	.....	1,864 00	.....	1,864 00
	.....	.....	.....	.....	.....	.....	43,031 42	17,409 80	62,008 49
Totals	\$29,562 34	\$5,513 16	\$33 63	\$969 30	\$1,305 90	.....	\$685,656 36	\$97,336 43	\$715,251 17

TAXES LEVIED IN PEND OREILLE COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$6,776 78	\$970 55	\$8 35	\$14 35	.....	.....	\$11,256 14	\$2,457 20	\$20,322 88
State military	213 65	23 36	3 31	55	.....	.....	415 79	50 45	748 11
State highway, public	2,467 61	321 14	3 45	6 19	.....	.....	4,707 52	1,024 09	8,470 08
State highway, permanent	2,588 40	385 23	4 17	7 43	.....	.....	5,647 57	1,228 60	10,161 45
State school	3,659 46	498 13	5 29	9 41	.....	.....	7,155 23	1,556 59	12,874 18
State institutions higher education	2,024 83	270 09	2 98	5 51	.....	.....	3,969 09	861 23	7,123 43
County general (current expenses)	14,798 30	1,973 24	21 37	33 05	.....	.....	28,924 83	6,292 43	52,043 22
County road and bridge	4,341 83	579 15	6 27	11 16	.....	.....	8,459 43	1,846 88	15,274 67
County school	3,668 82	498 31	5 34	9 51	.....	.....	7,231 21	1,573 10	13,010 79
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds interest	2,727 51	383 51	3 94	7 01	.....	.....	5,333 01	1,160 17	9,836 45
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	9,506 51	1,319 43	13 36	25 33	.....	.....	17,733 70	4,001 80	32,926 13
School district	13,870 59	1,713 42	13 39	33 66	.....	.....	25,062 45	7,771 49	45,163 99
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City, Newport	367 66	44 94	.....	37	.....	.....	2,191 07	768 16	3,313 20
Totals	\$65,275 77	\$8,750 90	\$37 20	\$169 35	.....	.....	\$155,364 33	\$30,572 25	\$290,299 71

TAXES LEVIED IN PIERCE COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$15,676 49	\$8,015 16	\$906 49	\$2,887 68	\$5,263 89	\$25 76	\$250,386 99	\$42,233 62	\$279,733 58
State military	670 96	1,009 81	11 13	108 85	191 70	94	7,662 88	1,568 30	10,186 97
State highway, public	6,828 77	1,255 72	127 23	1,181 81	2,192 02	10 73	87,623 34	17,688 90	116,308 61
State highway, permanent	7,888 24	1,507 58	122 75	1,418 84	2,681 69	12 88	105,196 00	21,116 81	136,376 79
State school	9,923 48	1,908 64	198 88	1,796 30	3,881 81	16 31	133,184 15	26,734 89	177,068 66
State institutions higher education	5,486 15	1,055 18	108 91	988 08	1,841 98	9 02	73,680 26	14,780 09	97,902 67
County general (current expenses)	19,431 15	3,737 31	378 66	3,517 33	6,824 02	31 94	280,787 76	52,348 90	346,757 13
County road and bridge	11,431 30	2,208 25	223 74	2,078 27	3,854 82	18 87	154,060 50	30,981 19	204,886 84
County school	16,452 24	3,164 36	330 61	2,978 11	5,923 85	27 04	220,807 52	44,823 57	286,587 30
County fair	279 27	53 71	5 44	50 55	98 77	46	3,748 15	752 38	4,968 73
County soldiers' and sailors' relief									
County bonds, interest	1,086 05	206 89	21 16	196 59	364 64	1 79	14,576 13	2,975 93	19,351 19
County indebtedness	1,961 11	377 19	83 22	354 99	658 44	3 22	26,320 32	5,288 39	34,966 88
County sinking									
Road district	12,544 16	2,412 70	244 45	2,270 68	4,211 71	20 62	168,356 69	33,794 91	223,855 92
School district	32,597 87	6,289 75	685 24	5,900 71	10,944 74	53 58	487,459 84	87,821 06	581,723 81
River improvement district	5,995 04	1,158 08	116 83	1,085 19	2,012 84	9 86	80,460 23	16,151 10	106,584 16
Drainage district	347 69	66 87	6 78	62 94	116 74	67	4,668 45	898 71	6,204 75
Dike district									
Irrigation district									
City	56,890 12	10,982 03	1,108 63	10,897 87	19,100 87	98 50	763,586 90	183,993 19	1,015,923 21
Metropolitan park	6,244 28	1,201 01	121 68	1,130 31	2,066 52	10 26	88,806 21	16,822 55	111,431 82
Totals	\$211,384 28	\$40,647 24	\$4,118 33	\$68,254 70	\$70,955 55	\$847 34	\$283,684 32	\$559,350 26	\$8,771,360 02

TAXES LEVIED IN SAN JUAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general		\$4 20	\$42 35				\$8,901 53	\$1,236 45	\$5,236 53
State military		1 54	17 55				142 68	47 13	191 51
State highway, public		1 74	21 06				1,616 34	533 79	2,160 42
State highway, permanent		2 09	36 59				1,989 62	640 53	2,630 30
State school		2 68	14 79				2,485 82	890 92	3,336 42
State institutions higher education		1 46	9 80				1,362 19	449 83	1,836 30
County general (current expenses)		9 60	38 50				8,917 79	2,945 02	11,960 21
County road and bridge		1 20	12 10				1,114 72	383 13	1,498 15
County school		6 00	60 50				5,573 62	1,840 64	7,460 76
County fair									
County soldiers and sailors relief									
County bonds, interest									
County indebtedness									
County sinking									
Road district				5 41			9,899 07	2,706 38	12,580 86
School district		15 00	148 76				7,466 13	2,605 74	10,200 63
River improvement district									
Drainage district									
Dike district									
Irrigation district									
City		12 00	108 50				583 75	738 55	1,762 80
Horticulture		43	4 36				401 30	132 52	538 61
Totals		\$56 56	\$550 71				\$45,674 57	\$15,162 66	\$61,444 50

TAXES LEVIED IN SKAGIT COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$9,980 90	\$1,304 35	\$35 21	\$809 00			\$87,002 56	\$7,124 61	\$95,867 23
State military	882 90	50 06	1 35	11 85			1,442 56	273 70	2,162 42
State highway, public	4,160 85	544 01	14 68	128 82			15,675 75	2,974 27	23,448 88
State highway, permanent	4,977 70	660 81	17 56	154 10			15,788 19	28,111 54	28,111 54
State school	6,805 10	824 86	22 25	186 20			23,754 04	5,568 18	35,697 86
State institutions higher education	3,497 16	487 23	12 34	108 27			13,175 32	2,469 85	19,750 17
County general (current expenses)	20,472 44	2,676 65	72 23	683 80			77,123 51	14,634 17	116,617 80
County road and bridge	10,210 69	1,324 99	86 03	316 11			38,468 10	7,298 84	57,664 76
County school	12,763 36	1,668 74	45 06	386 14			48,065 10	9,123 55	72,060 23
County fair									
County soldiers' and sailors' relief									
County bonds, interest	1,276 28	166 87	4 50	39 52			4,805 52	912 35	7,205 14
County indebtedness									
County sinking									
Road district	22,085 92	2,968 10	79 17	358 08			74,794 75	7,351 05	108,107 08
School district	28,601 04	3,709 58	100 13	1,330 85			117,109 15	23,519 17	179,460 23
River improvement district									
Drainage district	286 34						44,899 60		45,185 94
Dike district	274 84						23,579 74		23,854 58
Irrigation district									
City	4,647 30	806 27	17 12	383 65			40,768 30	18,305 79	65,568 46
Totals	\$129,882 43	\$16,977 87	\$467 65	\$4,500 23			\$628,085 19	\$108,092 87	\$945,255 05

TAXES LEVIED IN SKAMANIA COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$5,719 08	\$223 46	.....	\$16 43	.....	.....	\$9,866 98	\$708 91	\$15,232 86
State military	286 95	11 17	.....	82	.....	.....	428 85	35 35	761 04
State highway, public	2,478 26	96 83	.....	7 12	.....	.....	3,712 86	308 88	6,000 90
State highway, permanent	2,859 54	111 74	.....	8 22	.....	.....	4,238 49	353 44	7,616 43
State school	3,623 08	141 53	.....	10 40	.....	.....	5,425 76	447 71	9,647 48
State institutions higher education	2,192 83	58 66	.....	6 30	.....	.....	3,284 01	278 97	5,889 87
County general (current expenses)	7,625 44	297 95	.....	21 90	.....	.....	11,422 64	942 55	20,310 48
County road and bridge	3,812 72	148 97	.....	10 95	.....	.....	5,711 33	471 27	10,155 24
County school	2,859 54	111 74	.....	8 22	.....	.....	4,238 49	353 44	7,616 43
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	190 64	7 45	.....	55	.....	.....	285 87	23 15	507 76
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	16,239 10	635 32	.....	2 90	.....	.....	24,134 71	1,746 17	42,778 20
School district	10,978 78	429 02	.....	61 98	.....	.....	17,388 04	1,543 82	30,401 84
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City, Stevenson	300 88	12 11	.....	31 02	.....	.....	468 91	211 15	1,083 07
Totals	\$59,198 34	\$2,312 95	.....	\$198 81	.....	.....	\$92,380 64	\$7,417 36	\$158,501 10

TAXES LEVIED IN SNOHOMISH COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$23,093 02	\$8,376 54	\$66 21	\$570 37	\$2,564 18	.....	\$20,204 03	\$17,876 31	\$127,711 26
State military	855 91	125 31	2 08	21 06	96 16	.....	2,976 53	663 53	4,789 56
State highway, public	9,456 43	1,354 46	23 06	233 42	1,061 38	.....	32,866 96	7,330 19	62,364 88
State highway, permanent	11,264 86	1,649 22	27 45	279 04	1,252 44	.....	39,174 98	8,731 02	62,379 00
State school	15,233 07	2,228 74	37 10	375 57	1,692 62	.....	62,940 20	11,800 42	84,297 62
State institutions higher education	7,866 35	1,154 46	19 22	188 06	876 70	.....	27,422 32	6,113 94	43,666 08
County general (current expenses)	27,292 20	3,961 31	66 44	673 92	3,081 05	.....	94,807 51	21,131 42	160,964 15
County road and bridge	42,026 27	6,152 88	102 42	1,067 30	4,672 54	.....	146,151 75	32,577 00	232,720 01
County school	27,378 83	4,008 38	66 73	675 69	3,044 08	.....	96,213 41	21,223 94	151,610 00
Horticultural	180 59	26 44	44	5 27	20 06	.....	628 01	139 17	1,000 00
Soldiers' and sailors' relief	541 76	79 32	1 32	14 04	60 23	.....	1,884 04	419 27	2,969 98
County bonds, interest	1,284 11	185 07	3 06	31 59	140 55	.....	4,366 11	979 50	7,000 01
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	2,706 81	396 39	6 60	66 60	301 17	.....	9,420 24	2,009 92	15,000 01
Road district	98,226 07	14,713 21	229 22	606 24	1,664 19	.....	204,441 92	37,254 24	353,234 09
School district	66,182 80	9,497 10	176 11	1,835 97	8,160 48	.....	247,235 96	50,686 08	392,774 47
River improvement district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	10,580 08	1,324 82	30 45	1,711 81	9,007 46	.....	100,888 97	36,291 08	211,863 32
Totals	\$345,099 15	\$50,298 43	\$647 92	\$8,420 42	\$37,634 16	.....	\$1,220,498 80	\$266,315 98	\$1,922,109 36

TAXES LEVIED IN SPOKANE COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$84,672 00	\$10,201 71	\$94 32	\$6,284 11	\$6,451 32	\$27 61	\$275,760 95	\$39,157 61	\$399,649 63
State military	1,273 56	374 73	3 46	120 53	236 97	1 01	10,129 15	1,456 36	13,586 46
State highway, public	14,451 00	4,251 99	39 31	1,868 79	2,698 86	11 51	114,884 85	16,353 80	154,061 91
State highway, permanent	17,836 00	5,100 85	47 16	1,642 06	3,225 05	13 80	137,880 47	19,578 81	184,524 81
State school	21,966 12	6,463 19	59 73	2,060 62	4,057 17	17 49	174,706 69	24,804 89	234,184 92
State institutions higher education	12,106 09	3,562 62	32 94	1,146 87	2,232 92	9 64	86,300 76	13,681 83	139,005 67
County general (current expenses)	35,846 30	10,546 93	97 51	3,385 25	6,669 63	28 54	285,092 76	40,466 87	382,142 79
County road and bridge	9,419 88	2,771 66	25 63	892 25	1,752 73	7 50	74,920 27	10,645 04	100,434 96
County school	29,898 36	8,795 67	81 32	2,531 43	5,562 17	23 80	237,754 48	33,754 99	318,697 27
County fair									
County soldiers' and sailors' relief	239 61	85 21	79	27 43	53 89	23	2,308 42	201 46	3,032 04
County bonds, interest	6,560 87	1,980 44	17 85	621 44	1,220 76	5 22	52,181 57	7,339 08	69,937 08
County indebtedness									
County sinking									
Road district	12,750 44	3,751 62	34 63	1,207 71	2,372 45	10 15	101,409 63	14,377 08	135,913 76
School district	69,986 34	20,592 41	130 38	6,629 07	13,022 16	55 73	556,680 77	79,081 05	746,137 91
River improvement district									
Drainage district									
Dike district									
Irrigation district	104,747 45	30,890 34	294 94	9,921 62	19,400 05	83 41	583,100 46	118,266 27	1,116,714 55
City									
Totals	\$571,300 02	\$109,249 37	\$1,010 04	\$35,169 33	\$69,066 75	\$295 64	\$2,963,105 08	\$419,256 53	\$6,968,472 71

TAXES LEVIED IN STEVENS COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$4,608 98	\$508 33	\$117 52	.....	.....	.....	\$23,441 10	\$5,881 92	\$34,587 85
State military	168 82	18 56	4 29	.....	.....	.....	866 07	214 81	1,289 06
State highway, public	1,890 98	209 55	48 45	.....	.....	.....	9,663 26	2,424 73	14,245 97
State highway, permanent	2,270 46	250 40	57 90	.....	.....	.....	11,547 49	2,897 54	17,023 79
State school	3,061 67	384 37	77 32	.....	.....	.....	15,418 92	3,898 95	22,781 23
State institutions higher education	1,597 01	176 17	40 72	.....	.....	.....	8,122 33	2,088 05	11,974 23
County general (current expenses)	8,608 24	949 42	219 51	.....	.....	.....	48,781 17	10,985 70	64,544 04
County road and bridge	1,672 46	184 46	42 65	.....	.....	.....	8,506 05	2,134 36	12,589 98
County school	6,148 75	678 16	156 79	.....	.....	.....	31,272 26	7,845 98	46,102 89
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	122 97	13 56	3 14	.....	.....	.....	625 46	155 93	923 06
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking and interest	1,844 02	203 48	47 08	.....	.....	.....	9,381 69	2,354 05	13,890 87
Road district	9,289 43	1,013 67	194 82	.....	.....	.....	40,159 67	8,153 07	58,790 66
School district	13,687 70	1,511 76	438 90	.....	.....	.....	76,423 45	19,907 14	111,918 96
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district	980 00	.....	.....	.....	.....	.....	10,656 39	.....	11,646 39
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district	445 99	49 19	75 47	.....	.....	.....	9,801 97	3,573 98	13,746 60
City .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	\$56,303 56	\$9,101 08	\$1,524 51	.....	.....	.....	\$299,157 23	\$72,733 16	\$685,827 61

TAXES LEVIED IN THURSTON COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$7,302 78	\$1,242 23	\$42 67	\$195 45	\$800 44	.....	\$27,840 15	\$5,704 50	\$42,278 22
State military	270 65	45 47	1 58	7 16	13 20	.....	1,000 98	358 84	1,547 81
State highway, public	3,082 45	517 95	17 79	81 49	150 29	.....	11,990 53	2,378 52	17,623 05
State highway, permanent	3,683 88	619 01	21 26	97 39	179 40	.....	12,632 63	2,842 56	21,097 28
State school	4,708 32	730 82	27 18	134 42	239 46	.....	17,408 02	3,631 55	26,591 75
State institutions higher education	2,531 23	435 42	14 06	68 51	119 24	.....	9,532 95	1,990 47	14,513 57
County general (current expenses)	10,400 02	1,747 53	60 02	274 35	507 60	.....	33,461 57	8,024 38	56,476 15
County road and bridge	6,391 53	1,158 01	39 77	122 20	230 00	.....	25,456 55	5,317 76	39,411 90
County school	9,522 91	1,600 16	54 96	251 77	464 29	.....	35,217 82	7,343 17	54,460 08
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	75 18	12 63	43	1 99	3 67	.....	278 04	58 01	429 95
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	3,132 54	536 37	18 08	82 32	102 73	.....	11,624 80	2,417 19	17,914 80
Road district	16,013 66	3,593 87	.....	172 47	145 40	.....	46,275 02	6,506 95	72,771 97
School district	20,454 42	4,113 40	144 03	568 43	549 82	.....	72,049 08	16,033 55	113,903 88
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	2,486 84	613 51	250 98	711 35	1,323 33	.....	42,925 88	13,373 91	61,092 80
Totals	\$90,708 41	\$17,021 40	\$994 21	\$2,320 40	\$4,543 68	.....	\$325,851 53	\$75,901 23	\$644,375 91

TAXES LEVIED IN WAHIAKUM COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$73 11			\$7 00			\$4,886 98	\$1,243 63	\$6,210 72
State military	4 18			40			279 25	71 06	354 89
State highway, public	22 98			2 20			1,585 91	390 86	1,951 96
State highway, permanent	41 78			4 00			2,792 56	710 65	3,548 99
State school	82 23			5 00			3,490 69	888 31	4,438 23
State institutions higher education	27 16			2 60			1,815 17	461 92	2,306 85
County general (current expenses)	198 46			19 00			13,294 66	3,375 58	16,867 70
County road and bridge	88 57			8 00			5,556 11	1,421 30	7,067 98
County school	98 10			9 20			6,422 88	1,634 49	8,162 67
County fair	4 18			40			279 25	71 06	354 89
County soldiers' and sailors' relief									
County bonds, interest									
County indebtedness									
County sinking									
Road district	194 86			18 50			13,481 06	3,425 06	17,119 59
School district	237 90			14 40			9,472 40	2,807 17	12,531 87
River improvement district									
Drainage district									
Dike district									
Irrigation district									
City, Oathlamet	1 10			7 70			389 13	129 79	477 72
Totals	\$1,087 61			\$98 50			\$683,645 05	\$16,680 88	\$81,412 04

TAXES LEVIED IN WALLA WALLA COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$16,909 49	\$1,008 00	\$922 70	\$9317 14	\$502 76	\$14 17	\$94,502 28	\$11,458 96	\$96,450 65
State military	661 80	66 37	2 06	12 41	19 68	55	2,124 48	448 48	3,735 73
State highway, public	7,040 02	704 88	21 94	182 04	209 82	6 90	26,864 65	4,770 77	39,739 82
State highway, permanent	8,478 72	848 98	25 43	159 02	252 09	7 10	32,342 66	5,745 73	47,860 68
State school	10,809 41	1,082 29	33 69	202 74	321 38	9 06	41,233 23	7,325 15	61,016 96
State institutions higher education	5,964 96	596 25	18 65	112 25	177 96	5 01	22,880 11	4,056 81	33,784 01
County general (current expenses)	15,250 19	1,626 93	47 53	286 02	453 42	12 78	58,172 88	10,334 51	86,064 25
County road and bridge	16,631 34	1,665 21	51 84	311 83	494 49	13 93	63,441 37	11,270 47	98,880 58
County school	12,200 15	1,221 54	38 03	228 82	362 74	10 22	46,588 30	8,267 61	68,367 41
County fair									
County soldiers' and sailors' relief	143 87	14 40	45	2 70	4 28	12	548 80	97 50	812 12
County bonds, interest									
County indebtedness									
County sinking	1,808 17	180 54	5 62	33 82	53 61	1 52	6,878 30	1,221 94	10,178 52
Road district	18,333 68	1,840 11	42 66	109 71	258 76		43,070 38	4,918 27	68,568 87
School district	82,413 58	3,331 33	104 07	612 91	1,234 59	23 92	125,746 58	22,263 36	185,750 34
River improvement district									
Drainage district									
Dike district									
Irrigation district									
City									
Prescott	319 43	18 57	44	33			938 38	931 18	2,258 33
Walla Walla	2,217 08	212 66	75 00	1,060 88	1,283 10	69 67	112,568 06	27,767 00	146,238 34
Totals	\$149,196 84	\$15,006 97	\$821 11	\$8,372 67	\$5,623 17	\$173 95	\$648,286 56	\$120,866 74	\$943,286 00

TAXES LEVIED IN WHATCOM COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$9,898 47	\$1,549 19	\$24 89	\$735 84	\$2,207 41	\$3 89	\$90,839 86	\$11,735 30	\$98,475 95
State military	866 05	56 87	92	27 12	51 41	14	2,225 22	482 42	3,139 15
State highway, public	4,121 50	642 13	10 36	306 13	919 11	1 02	25,123 49	4,882 15	36,003 84
State highway, permanent	4,945 79	770 56	12 43	367 42	1,102 94	1 96	30,145 13	5,565 06	43,307 84
State school	6,276 45	977 88	15 78	468 27	1,869 68	2 47	35,259 46	7,454 50	44,332 51
State institutions higher education	3,465 00	589 85	8 71	257 41	772 71	1 86	21,121 67	4,104 60	30,271 21
County general (current expenses)	14,807 94	2,307 09	87 23	1,100 06	3,302 24	6 82	90,265 10	17,640 95	129,866 84
County road and bridge	9,126 16	1,421 87	23 94	677 97	2,086 19	3 69	65,690 58	10,810 47	79,723 76
County school	14,719 62	2,236 84	37 01	1,068 50	3,282 55	5 79	89,736 74	17,436 22	125,594 77
County fair	235 55	44 49	72	21 21	68 68	11	1,740 70	388 27	2,494 74
County soldiers' and sailors' relief	824 30	129 43	2 07	61 23	188 82	88	5,024 70	976 48	7,201 31
County bonds, interest									
County indebtedness (general road and general bridge)	17,663 54	2,762 00	44 41	1,812 20	3,889 05	6 95	107,672 08	20,923 60	154,313 73
County sinking (bond redemption)	2,290 87	856 84	5 76	170 15	510 76	90	13,951 43	2,713 09	20,009 35
Road district	2,287 60	235 40	7 51				12,086 38	1,691 88	16,568 72
School district	20,066 51	3,216 46	58 33	2,819 50	6,413 92	12 21	122,006 02	29,579 60	213,687 85
River improvement district									
Drainage district and ditch	18 70						26,498 13		26,516 83
Dike district									
Irrigation district									
City	8,336 35	1,265 67	36 49	2,808 54	7,843 82	14 58	120,249 52	25,829 23	165,873 70
Township	14,638 34	2,443 02	23 62		211 30		65,845 90	9,542 98	88,714 20
Hannegan road	3,290 49	849 39	6 01	144 82	404 77	89	22,026 40	4,405 70	30,623 97
Totals	\$137,433 54	\$21,368 43	\$639 19	\$11,863 43	\$34,178 35	\$62 55	\$980,963 27	\$176,225 91	\$1,313,175 72

TAXES LEVIED IN WHITMAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$96,556 55	\$8,387 79	\$92 09	\$273 88	.....	.....	\$75,198 24	\$19,090 98	\$128,669 48
State military	1,842 12	124 38	8 38	10 06	.....	.....	2,087 85	564 04	4,721 35
State highway, public	15,214 12	1,400 98	38 32	113 98	.....	.....	80,468 73	6,230 56	53,620 64
State highway, permanent	18,246 75	1,690 97	45 97	136 70	.....	.....	36,036 05	7,582 47	64,188 91
State school	23,235 26	2,158 27	59 58	174 07	.....	.....	46,024 72	9,591 79	81,737 64
State institutions higher education	12,772 82	1,158 69	32 80	95 69	.....	.....	25,875 41	5,272 76	44,982 87
County general (current expenses)	21,904 18	2,029 92	55 19	164 10	.....	.....	43,869 43	9,042 80	77,055 11
County road and bridge	17,054 34	1,580 47	42 96	127 78	.....	.....	34,148 46	7,040 22	59,994 23
County school	29,634 70	2,746 83	74 64	222 02	.....	.....	59,338 53	12,238 55	104,249 77
County fair .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County soldiers' and sailors' relief	170 62	15 81	43	1 28	.....	.....	341 60	70 45	600 19
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	32,907 62	3,021 51	82 76	171 15	.....	.....	69,093 87	19,169 72	107,831 68
School district	81,608 38	7,548 23	223 90	876 69	.....	.....	158,945 81	82,769 10	281,970 11
River improvement district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irrigation district .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City	12,623 89	1,824 87	39 51	586 91	.....	.....	69,005 19	14,360 39	96,536 76
Totals	\$803,274 35	\$23,217 17	\$739 87	\$2,364 30	.....	.....	\$640,254 41	\$151,908 23	\$1,107,458 83

TAXES LEVIED IN YAKIMA COUNTY, AS SHOWN BY TAX ROLLS FOR 1913.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	Taxes on express companies	All other real property	All other personal property	Total
State general	\$10,848 56	\$1,670 40	\$32 72	\$380 64	\$464 90	\$1 68	\$20,308 32	\$10,208 24	\$108,854 06
State military	398 63	61 38	1 90	13 15	17 06	06	2,950 71	374 91	3,916 10
State highway, public	4,541 96	693 25	13 70	138 41	194 40	70	35,615 08	4,971 90	48,475 00
State highway, permanent	5,494 98	935 20	16 38	165 32	232 80	84	40,151 86	5,101 62	51,027 48
State school	6,877 22	1,068 91	30 74	299 61	284 29	1 00	50,968 67	6,488 12	66,836 62
State institutions higher education	3,789 66	638 10	11 48	113 82	102 66	59	23,128 22	3,573 04	30,377 75
County general (current expenses)	18,627 35	2,893 13	56 17	567 73	797 88	2 88	127,883 45	17,519 29	178,322 83
County road and bridge	6,791 54	1,043 72	20 43	208 99	230 72	1 06	50,272 31	6,367 53	66,016 34
County school	12,029 53	1,852 24	36 23	366 64	514 96	1 85	89,045 13	11,313 96	115,160 56
County fair									
County soldiers' and sailors' relief	85 70	13 18	36	2 61	3 67	01	684 36	80 59	820 28
County bonds, interest									
County indebtedness									
County sinking	838 23	129 06	2 82	25 56	35 88	13	6,204 76	788 37	8,024 50
Road district	18,980 11	2,927 04		147 14	510 80		125,806 06	10,070 10	187,961 25
School district	28,320 68	4,381 91	69 88	702 71	894 94	3 57	159,637 87	23,586 59	215,597 15
River improvement district									
Drainage district	312 30				6 30		20,731 88		21,050 54
Dike district							422 62		422 62
Irrigation district									
City	8,218 34	1,261 20	210 99	1,708 64	1,614 82	10 80	149,984 22	35,175 73	196,179 24
Totals	\$124,048 79	\$19,398 72	\$492 76	\$4,004 96	\$6,064 12	\$25 22	\$776,238 92	\$124,914 19	\$1,295,832 68

RECAPITULATION OF TABLES SHOWING THE AMOUNT OF TAXES LEVIED FOR ALL PURPOSES, STATE, COUNTY AND MUNICIPAL, THE AMOUNT PAID BY PUBLIC SERVICE CORPORATIONS AND THE AMOUNT BORNE BY OTHER PROPERTY IN THE STATE OF WASHINGTON FOR THE YEAR 1913.

	<i>Amount Levied.</i>	<i>Percentage.</i>
Railway track and right-of-way.....	\$4,137,194 11	10.80
Railway rolling stock, etc.....	649,168 90*	1.69
Telegraph lines and property.....	19,448 81	0.05
Telephone lines and property.....	246,537 26	0.65
Street railways	591,004 49	1.54
Express companies	1,080 89†	0.01
All other real property.....	28,056,960 20	73.23
All other personal property.....	4,609,776 95	12.03
Aggregate totals.....	\$38,311,180 70	100.00

	<i>Distributed.</i>	<i>Percentage.</i>
State general	\$3,063,630 48	8.00
State military	114,046 82	0.30
State highway, public.....	1,271,335 94	3.32
State highway, permanent.....	1,529,494 73	3.99
State school	1,949,733 28	5.09
State institutions of higher education.....	1,074,295 72	2.80
County general (current expenses).....	3,855,533 88	10.06
County road and bridge.....	2,345,535 46	6.12
County school	2,781,671 76	7.26
County fair	7,664 09	0.02
County soldiers' and sailors' relief.....	37,523 92	0.10
County bonds, interest.....	456,835 42	1.19
County indebtedness	342,170 46	0.89
County sinking	117,804 85	0.31
Road district	3,113,595 64	8.13
School district	6,763,010 62	17.65
River improvement district.....	298,602 64	0.78
Drainage district	144,718 96	0.38
Dike district	77,389 73	0.20
Port district	456,433 04	1.19
Townships	210,627 96	0.57
City	8,289,173 07	21.64
All other funds.....	1,352 23	0.01
Aggregate totals.....	\$38,311,180 70	100.00

* Privilege tax paid direct to state by private car lines amounted to \$2,017.87 and is not included in amount shown in this statement.

† Privilege tax on express companies paid direct to state, \$56,252.91.

STATEMENT showing amount of state school tax apportioned to each county in the state; the amount of permanent highway tax credited to each county, and the total amount of tax levied against various counties by the state for all purposes, state general, state school, military, permanent highway, public highway and state institutions of higher education, for the year 1913.

COUNTIES	STATE SCHOOL TAX				PERMANENT HIGHWAY TAX		Total amount of state taxes levied against each county for all purposes, state general, state school, military, permanent highway and state institutions of higher education	Total amount received by each county from state, account state school and permanent highway funds	Amount received by state in excess of amount of state school and permanent highway tax paid by each county	Amount received by each county in excess of amount paid state
	Amount levied against each county	Amount apportioned to each county (January to December, inclusive, 1913)	Amount paid to state in excess of amount received by each county	Amount received by each county in excess of amount paid to state	Amount levied against each county by state	Amount credited each county by state, exclusive of deposit interest				
1 Adams	\$43,647	\$28,322	\$15,325	.....	\$24,458	\$24,458	\$802,882	\$22,780	\$139,602	1
2 Asotin	9,131	18,300	.....	.....	7,300	7,300	42,388	25,499	16,889	2
3 Benton	29,019	23,890	5,169	\$9,159	22,684	22,684	134,607	49,814	87,883	3
4 Chelan	68,531	77,836	.....	5,306	54,108	54,108	317,766	121,869	189,897	4
5 Chehalis	38,171	43,800	.....	10,129	29,187	29,187	183,808	69,457	84,351	5
6 Clallam	19,046	17,790	1,256	.....	15,085	15,085	88,307	32,825	55,482	6
7 Clarke	34,848	70,357	.....	35,489	27,612	27,612	161,887	97,949	63,938	7
8 Columbia	16,715	20,209	.....	3,494	13,196	13,196	77,505	33,406	44,100	8
9 Cowlitz	24,016	35,576	.....	11,560	18,960	18,960	11,357	54,821	56,221	9
10 Douglas	19,901	25,624	.....	5,723	15,711	15,711	92,378	41,835	50,543	10
11 Ferry	5,826	9,898	.....	4,072	4,900	4,900	27,015	14,498	12,517	11
12 Franklin	20,846	13,429	7,417	.....	16,468	16,468	96,692	29,887	66,775	12
13 Garfield	9,923	11,748	.....	1,823	7,834	7,834	40,012	19,580	26,432	13
14 Grant	31,595	24,898	.....	.....	24,066	24,066	146,466	49,334	97,122	14
15 Island	2,909	13,198	.....	.....	4,206	4,206	13,473	17,869	.....	15
16 Jefferson	13,057	10,822	.....	10,287	11,018	11,018	64,713	27,840	36,873	16
17 King	45,053	52,848	.....	2,896	396,946	396,946	2,111,369	922,838	1,192,031	17
18 Kittitas	12,763	48,896	.....	100,800	39,545	39,545	89,133	52,118	6,674	18
19 Klickitat	8,144	39,547	.....	8,144	29,547	29,547	173,171	73,118	98,424	19
20 Knapallat	20,152	20,509	.....	427	20,681	20,681	131,171	47,190	73,981	20

21	Lewis	45,271	90,033	47,762	33,373	33,373	190,004	123,405	72,599	21
22	Lincoln	49,174	58,725	4,551	38,822	38,822	229,014	92,547	135,467	22
23	Mason	11,409	13,247	1,838	9,007	9,007	62,000	22,254	30,046	23
24	Okanogan	13,780	30,400	16,679	10,840	10,840	63,665	41,249	22,416	24
25	Pacific	29,765	31,823	1,558	23,490	23,490	133,017	54,822	83,195	25
26	Pend Oreille	12,869	11,809	1,560	10,159	10,159	59,070	21,463	38,202	26
27	Pierce	177,122	203,825	.....	139,833	139,833	821,297	403,659	412,639	27
28	San Juan	3,243	8,625	.....	4,701	4,701	15,000	13,629	1,534	28
29	Skagit	35,405	72,427	5,377	27,951	27,951	164,165	100,378	63,787	29
30	Skamania	9,422	6,965	37,022	7,437	7,437	43,687	14,422	29,265	30
31	Snohomish	79,014	148,795	.....	62,879	62,879	286,373	211,174	155,199	31
32	Spokane	234,179	316,592	82,333	184,878	184,878	1,086,532	501,440	584,412	32
33	Stevens	21,515	52,292	30,767	16,985	16,985	99,759	69,297	30,492	33
34	Thurston	26,748	46,900	20,132	21,117	21,117	124,027	68,017	56,010	34
35	Wahkiakum	4,167	6,599	2,392	3,200	3,200	19,323	9,849	9,474	35
36	Walla Walla	60,370	65,795	5,335	47,650	47,650	279,324	113,365	166,559	36
37	Whitcom	54,727	125,823	71,101	43,207	43,207	253,761	169,085	84,726	37
38	Whitman	81,313	100,439	19,125	64,195	64,195	377,089	164,633	212,466	38
39	Yakima	65,633	115,291	49,633	51,331	51,331	304,423	167,122	137,301	39
	Totals.....	\$1,927,503	\$2,639,984	\$802,831	† \$1,525,761	† \$1,525,761	\$3,387,325	\$4,215,745	\$4,725,704	\$3,924

* Includes \$1,912 Public Highway Fund, transferred per Chapter 104, Laws 1912.

† Includes \$2,137 Public Highway Fund, transferred per Chapter 104, Laws 1912.

‡ Includes \$4,049 Public Highway Fund, transferred per Chapter 104, Laws 1913.

STATEMENT showing amount of state school tax apportioned to each county in the state; the amount of permanent highway tax credited to each county, and the total amount of tax levied against various counties by the state for all purposes, state general, state school, military, permanent highway and state institutions of higher education, for the year 1914.

COUNTIES	STATE SCHOOL TAX				PERMANENT HIGHWAY TAX		Total amount of state taxes levied against each county for all purposes, state general, school, military, way, public highway and state institutions of higher education	Total amount received by each county from state, account school and permanent highway funds	Amount received by state in excess of amount of state school and permanent highway tax paid by each county	Amount received by county in excess of amount paid state
	Amount levied against each county	Amount apportioned to each county (January to December, inclusive, 1914)	Amount paid to state in excess of amount received by each county	Amount received by each county in excess of amount paid to state	Amount levied against each county by state	Amount credited to each county by state, exclusive of deposit interest				
1 Adams	\$41,315	\$27,616	\$13,699	.....	\$31,619	\$31,619	\$170,110	\$59,225	\$110,875	1
2 Asotin	7,529	17,383	.....	\$10,224	5,793	5,793	31,165	23,650	7,509	2
3 Benton	96,453	23,433	3,015	.....	20,244	20,244	108,916	43,682	65,234	3
4 Chehalis	73,645	74,069	.....	414	56,361	56,361	303,225	130,420	172,803	4
5 Chelan	36,206	43,325	.....	7,120	27,708	27,708	149,067	71,063	78,004	5
6 Clallam	24,217	17,142	7,075	.....	18,533	18,533	90,710	36,675	54,035	6
7 Clarke	36,004	68,867	.....	32,233	28,013	28,013	150,710	96,860	53,850	7
8 Columbia	18,854	19,064	230	.....	14,429	14,429	77,629	33,513	44,116	8
9 Cowlitz	28,759	34,416	.....	7,657	20,478	20,478	110,175	54,884	55,291	9
10 Douglas	21,898	24,629	.....	2,732	16,749	16,749	90,111	41,377	48,734	10
11 Ferry	6,198	9,316	.....	3,118	4,743	4,743	25,320	14,059	11,461	11
12 Franklin	24,634	12,941	11,068	.....	13,852	13,852	101,426	31,793	69,633	12
13 Garfield	10,655	11,765	.....	1,107	8,150	8,150	43,981	19,921	23,960	13
14 Grant	31,686	23,130	8,508	.....	24,251	24,251	130,469	47,371	83,098	14
15 Island	3,522	12,948	.....	9,426	* 4,458	* 4,458	14,308	17,441	3,124	15
16 Jefferson	14,357	14,992	.....	635	10,968	10,968	59,114	25,980	33,134	16
17 King	490,484	568,821	.....	88,337	367,718	367,718	1,973,321	930,389	1,041,782	17
18 Kittitas	12,031	43,055	.....	31,024	9,600	9,600	52,005	58,221	1,310	18
19 Kootenai	41,070	42,407	.....	831	31,818	31,818	171,183	74,225	96,958	19
20 Klickitat	28,480	25,380	3,004	.....	21,790	21,790	117,262	47,182	70,080	20

21	Lewis	47,241	92,174	44,933	36,154	194,509	128,328	66,161	21
22	Lincoln	49,423	49,834	37,824	37,824	203,490	87,058	115,832	22
23	Mason	12,371	13,384	1,013	9,467	50,965	22,851	28,064	23
24	Okanogan	16,174	31,645	15,471	12,378	66,569	44,023	22,573	24
25	Pacific	31,014	32,272	1,256	23,735	127,694	56,007	71,687	25
26	Pend Oreille	13,127	11,503	1,624	10,046	54,048	21,549	32,499	26
27	Pierce	174,159	299,441	95,292	133,295	717,072	402,726	314,346	27
28	San Juan	3,250	7,993	4,743	† 4,145	13,380	12,139	1,242	28
29	Skagit	43,314	69,969	26,655	33,148	178,338	103,117	75,221	29
30	Skamania	9,548	6,637	2,911	7,307	39,313	13,944	25,369	30
31	Snohomish	79,913	144,489	64,576	61,158	833,082	205,647	123,365	31
32	Spokane	245,407	312,347	66,940	187,811	1,010,456	500,158	510,298	32
33	Stevens	23,317	51,112	27,795	17,845	96,006	68,957	27,049	33
34	Thurston	28,481	45,917	17,486	21,796	117,265	67,713	49,552	34
35	Wahkiakum	4,024	6,840	3,080	3,080	16,370	9,920	6,450	35
36	Walla Walla	61,427	65,290	3,883	47,011	232,918	112,271	140,647	36
37	Whitman	38,418	130,304	61,886	44,708	240,527	165,012	75,515	37
38	Yakima	92,048	92,348	300	70,445	378,982	182,798	216,189	38
39	Yakima	62,136	114,509	52,373	47,553	255,896	162,062	93,774	39
Totals		\$2,022,527	\$2,653,737	\$61,679	† \$1,551,304	\$3,327,447	\$4,205,041	\$4,126,060	
					‡ \$1,551,304				

* Includes \$1,797 Public Highway Fund, transferred per Chapter 104, Laws 1913.

† Includes \$1,658 Public Highway Fund, transferred per Chapter 104, Laws 1913.

‡ Includes \$3,455 Public Highway Fund, transferred per Chapter 104, Laws 1913.

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